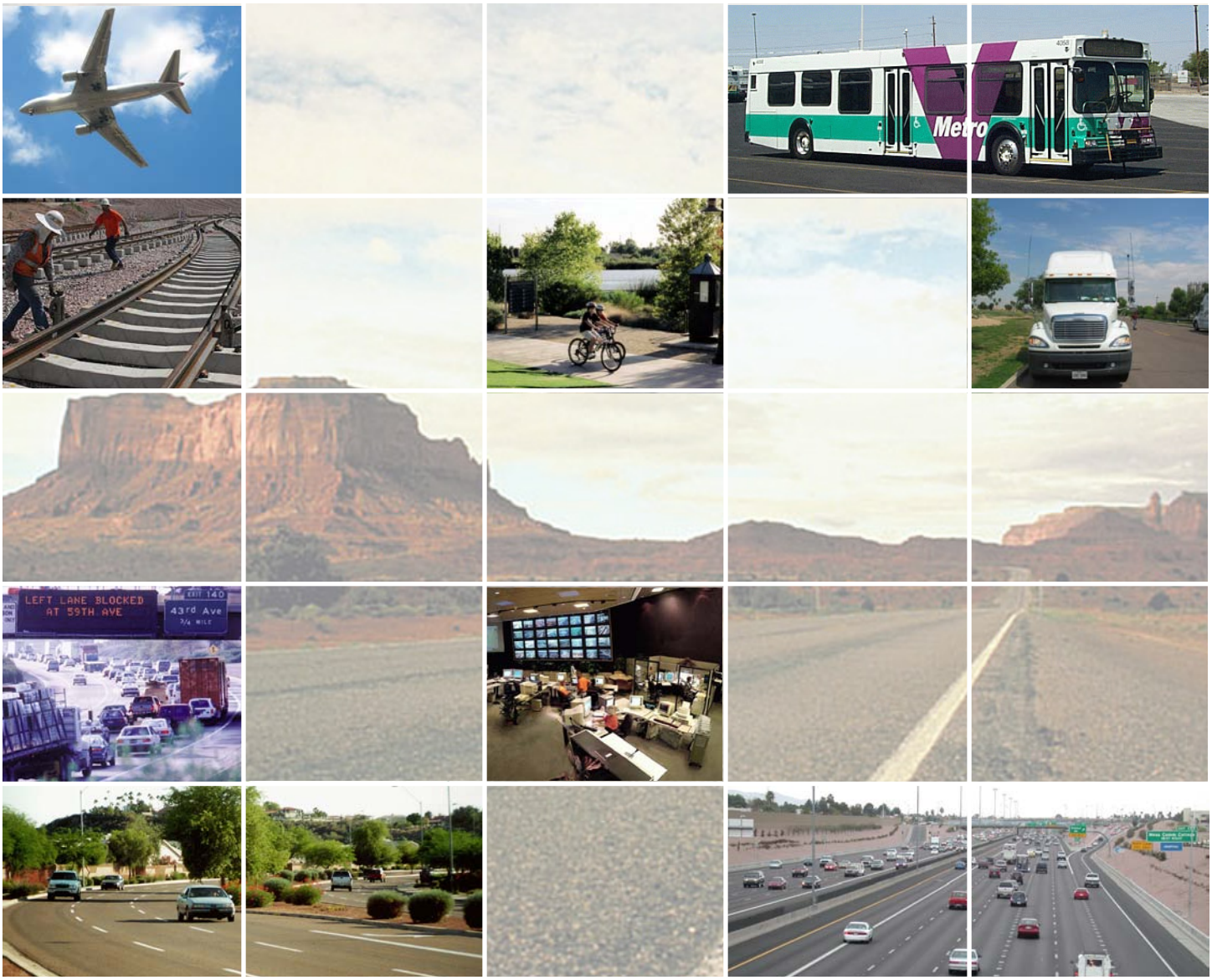
MARICOPA ASSOCIATION of GOVERNMENTS

Regional Transportation Plan

2006 Update



ON THE MOVE
PARTNERS IN PROGRESS

DRAFT
May 2006

REGIONAL TRANSPORTATION PLAN
MARICOPA ASSOCIATION of GOVERNMENTS

DRAFT

REGIONAL TRANSPORTATION PLAN

2006 UPDATE

MAY 2006

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CHAPTER ONE

INTRODUCTION

The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2026. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety and air quality conformity analysis.

On November 25, 2003, the MAG Regional Council adopted the MAG RTP, which was the culmination of a three-year planning effort. The RTP was developed through a cooperative effort among government, business and public interest groups, and included an aggressive community outreach and public involvement program. In a letter dated December 9, 2003, the U.S. Department of Transportation issued a finding of air quality conformity for the MAG RTP, as adopted on November 25, 2003.

On June 23, 2004, the MAG Regional Council took action to approve amendment of the RTP and Special FY 2004-07 Transportation Improvement Program to reflect the light rail transit changes proposed by Valley Metro Rail, affecting the Minimum Operating Segment (MOS) and the Metrocenter Link. In a letter dated July 6, 2004, the U.S. Department of Transportation issued a finding of air quality conformity for the amended MAG Regional Transportation Plan, approved on June 23, 2004.

On July 27, 2005, the MAG Regional Council approved the MAG Regional Transportation Plan - 2005 Update. The modifications included within the 2005 RTP Update affected the phase in which certain highway and arterial projects were scheduled for construction. These changes were reflected, as appropriate, in the MAG FY 2006-2010 Transportation Improvement Program. In a letter dated August 31, 2005, the U.S. Department of Transportation issued a finding of air quality conformity for the amended MAG RTP, approved on July 27, 2005.

The 2006 Update summarizes the elements of the Regional Transportation Plan (as previously adopted), provides revised revenue estimates, and includes life cycle programs for freeways/highways, arterial streets, and transit. This update will be reflected in the MAG FY 2007-2011 Transportation Improvement Program, as appropriate, and will undergo required air quality conformity analysis.

Maricopa Association of Governments

The Maricopa Association of Governments (MAG) was formed in 1967 and is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Maricopa County region. MAG has also been designated by the Governor of Arizona to serve as the principal planning agency for the region in a number of other areas, including air quality, water quality and solid waste management. In addition, MAG develops population estimates and projections for the region, and conducts human services planning. MAG strives to develop plans that are comprehensive, consistent and compatible with one another. For example, the RTP must be in conformance with the air quality plans for the metropolitan area. MAG is responsible for the air

quality conformity analysis that shows whether the transportation plan complies with the provisions of air quality plans and other air quality standards.
MAG members include the region's 25 incorporated cities and towns, Maricopa County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee, and the Arizona Department of Transportation. The MAG Planning area includes all areas within Maricopa County, Arizona (See Figure 1-1). The RTP is developed under the direction of the Transportation Policy Committee (TPC). The TPC is a public/private partnership established by MAG and charged with finding solutions to the region's transportation challenges. The Committee consists of 23 members, including a cross-section of MAG member agencies, community business representatives, and representatives from transit, freight, the Citizens Transportation Oversight Committee, and ADOT. The TPC is dedicated to transportation planning and decision-making that addresses diverse transportation needs throughout the region. The Committee makes its recommendations to the MAG Regional Council, which adopts the final RTP.

The MAG Regional Council is the final decision-making body of MAG. The Regional Council consists of elected officials from each member agency. The Chairman of Citizens Transportation Oversight Committee (COTC) and the Maricopa County representatives from the State Transportation Board also sit on the Regional Council, but only vote on transportation-related issues. Many policy and technical committees provide analysis and information to the MAG Regional Council. The MAG Regional Council is the ultimate approving body for the MAG RTP and MAG Transportation Improvement Program. Any changes to the MAG RTP, or the funded projects that affect the Transportation Improvement Program, including priorities, must be approved by the MAG Regional Council.

State and Federal Transportation Planning Mandates

State and federal statues and regulations address regional transportation planning, establishing a framework for the planning process and identifying key components of the plan. The RTP, as well as the planning process through which it was developed, has been structured to meet these requirements. State and federal planning requirements applicable to the planning process are reviewed below, along with a discussion describing the way in which the RTP responds to these mandates.

State Planning Factors

House Bill 2292, which was passed in the Spring 2003 session of the Arizona Legislature, sets forth guidelines for development of the MAG RTP. This legislation applies federally identified planning concepts to state level issues, and addresses a range of planning considerations. Among other issues, House Bill 2292 calls for the Plan to:

- **Cover a twenty-year term.** The RTP covers the period from, and including, FY 2006 through FY 2026. In addition, the Plan addresses some issues that extend beyond this planning period.
- **Be comprehensive, performance based, multimodal and coordinated.** The RTP is comprehensive in scope, taking into account future land uses and growth throughout the region. It is multi-modal, including freeways, highways, streets, bus service, high capacity transit, and other transit services, as well as modes such as airports, bicycles and pedestrians.

The RTP closely coordinates the functions of each mode through regional modeling, construction phasing and financial planning.

- **Consider growth and transportation system impacts in contiguous counties, cities, towns and Indian Communities.** The transportation analysis area used to develop the RTP covers the Indian Communities, and the portions of contiguous counties that are forecasted to develop during the planning period. This means that the growth projected for these areas and its impacts on transportation demand are taken into account in the planning process.
- **Include a transportation corridor prioritization and construction schedule.** The RTP includes modal life cycle project program schedules, identifying when projects are programmed for construction during the planning period. This schedule is based on a number of factors, including traffic volumes and level of service, project readiness and cash flow availability.
- **Include an allocation of revenues between the regional area road fund and the public transportation fund.** The RTP includes a financial plan element that allocates funding among and across modes by funding source.
- **Achieve a balance between project costs and available revenues.** The estimated cost of the projects in the RTP equals the total revenues projected for the planning period. The planning process includes the annual review of modal life cycle programs to provide the opportunity to adjust programs, as appropriate, to maintain a cost/revenue balance.

Federal Planning Factors

Under Federal planning mandates, Section 3004 (a) 3(b) of the Transportation Equity Act for the 21st Century (TEA 21) specifies that, "The metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will:

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.** The RTP addresses this issue directly. Two of the major objectives identified for the Plan are as follows: 1) To maintain an acceptable level of service on transportation and mobility systems serving the region, taking into account performance by mode and facility type; and 2) To provide residents of the region with access to jobs, shopping, educational, cultural and recreational opportunities, and to provide employers with reasonable access to the workforce in the region. In developing the RTP, the effectiveness of transportation system performance was analyzed under alternative transportation investment choices. This analysis included factors such as travel times, peak period delay, speeds, and level of service.
- **Increase the safety and security of the transportation system for motorized and non-motorized users.** Safety is a critical element of each mode of transportation and Chapter Fifteen of the RTP specifically addresses safety issues. Safety has been identified as a major focus, with one of the Plan objectives being: provide a safe and secure environment for the traveling public, addressing roadway hazards, pedestrian and bicycle safety, and transit security. The RTP also funds the development of a regional safety plan. In addition, specific safety projects and safety issues are addressed as part of the annual, ongoing transportation planning and programming process.

- **Increase the accessibility and mobility options available to people and for freight.** The RTP identifies three objectives related to mobility options, which are as follows: 1) To maintain a reasonable and reliable travel time for moving freight into, through and within the region, as well as provide high-quality access between intercity freight transportation corridors and freight terminal locations, including intermodal facilities for air, rail and truck cargo; 2) Provide the people of the region with transportation modal options necessary to carry out their essential daily activities and support equitable access to the region's opportunities; 3) Address the needs of the elderly and other population groups that may have special transportation needs, such as non-drivers or those with disabilities. The RTP increases accessibility and mobility options by calling for significant investments in freeways, highways, streets, bus service, high capacity transit facilities, bicycle and pedestrian facilities, and airports. The Plan also provides the planning foundations for freight and special needs transportation.
- **Protect and enhance the environment, promote energy conservation, and improve quality of life.** Early in the RTP process, the need to sustain the environment was recognized as a major factor. RTP objectives related to this issue include the following: 1) To identify and encourage implementation of mitigation measures that will reduce noise, and visual and traffic impacts of transportation projects on existing neighborhoods; 2) Encourage programs and land use planning that advance efficient trip-making patterns in the region; and 3) Make transportation decisions that are compatible with air quality conformity and water quality standards, the sustainable preservation of key regional ecosystems, and desired lifestyles. In assessing options to be included in the RTP, factors such as transit ridership, access of household to transit services, and vehicle emissions were analyzed. In addition, air quality issues are extensively addressed in the separate conformity analysis document prepared for the RTP. Reductions in transportation energy use in the region are closely tied to air quality goals.
- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.** One of the major objectives of the RTP is to maintain a reasonable and reliable travel time for moving freight into, through, and within the region; as well as to provide high-quality access between intercity freight transportation corridors and freight terminal locations, including intermodal facilities for air, rail and truck cargo. The broad range of modal improvements in the RTP will facilitate goods movement and system connectivity throughout the region. In addition, Chapter Eleven in the RTP is dedicated to an assessment of the freight infrastructure in the region. This analysis will provide the basis for future freight planning.
- **Promote efficient system management and operation.** Minimizing congestion and resulting delays is a central theme in all modal elements of the RTP. As one of its objectives, the RTP calls for maintaining an acceptable and reliable level of service on transportation and mobility systems serving the region, taking into account performance by mode and facility type. Chapter Thirteen in the RTP is dedicated to transportation system management, describing Intelligent Transportation Systems (ITS) applications and the Regional ITS Plan. The analysis of traffic congestion is addressed throughout the MAG planning process. The MAG transportation models are used to analyze future traffic congestion. Projects funded from regional sources are rated by an air quality rating system and a congestion management rating system.
- **Emphasize the preservation of the existing transportation system.** The RTP process recognizes the high importance of maintaining the regional transportation infrastructure.

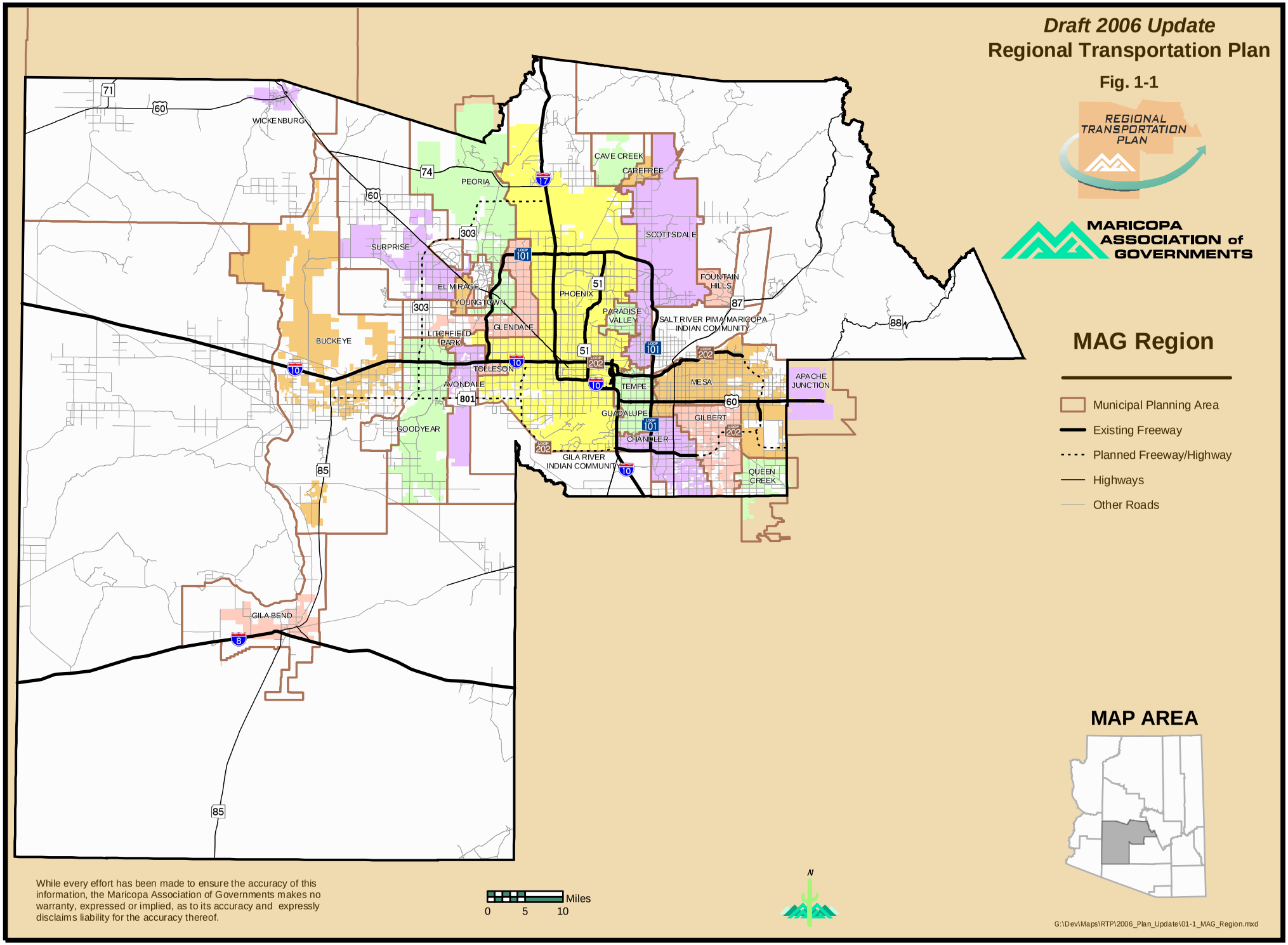
The RTP identifies maintenance as a critical Plan element, with the following objective: To provide for the continuing preservation and maintenance needs of transportation facilities and services in the region, eliminating maintenance backlogs. The high level of importance placed on preservation is reflected by the allocation of regional-level funding in the RTP to the freeway network for aspects of the maintenance function.

Federal funding is essential to the development of the region's transportation system and TEA-21 provides other guidelines for regional transportation planning. These guidelines call for the plan to be:

- **Fiscally balanced.** The estimated cost of the projects in the RTP equals the total revenues projected for the planning period. Therefore, the RTP is fiscally balanced.
- **Developed in cooperation with the State Department of Transportation and transit operators, and in consultation with local governments.** The process to develop the RTP was very broad-based. The agencies that are members of MAG have been continually involved in the regional transportation planning process. This includes the ADOT, RPTA, the Maricopa County Board of Supervisors, Indian Communities, and the cities and towns of Maricopa County.
- **Include all modes of transportation.** The RTP is multi-modal, and includes freeways, highways, streets, bus service, high capacity transit, and other transit services, as well as modes such as airports, bicycles, pedestrians and freight.
- **Meet goals for public involvement.** For the RTP process, a public involvement plan was prepared and followed closely. Meetings and events were held to accommodate citizens throughout the region. Outreach efforts were particularly directed at Title VI communities. All of the public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation, alternate materials, and FM/Infrared Listening Devices were available upon request.

Costs and Revenue Estimates

As part of the preparation of the RTP, overall revenue and costs estimates have been prepared. It is important to note that these estimates are subject to change, as detailed engineering studies are completed and economic conditions are revealed over time. Periodic adjustments and updating of the Plan will be needed to respond to changing conditions and new information.


Draft 2006 Update
Regional Transportation Plan
Fig. 1-1
REGIONAL TRANSPORTATION PLAN
MARICOPA ASSOCIATION of GOVERNMENTS
MAG Region
Municipal Planning Area
Existing Freeway
Planned Freeway/Highway
Highways
Other Roads
MAP AREA
WICKENBURG
CAVE CREEK
CAREFREE
PEORIA
SCOTTSDALE
SURPRISE
EL MIRAGE
YOUNGTOWN
PHOENIX
FOUNTAIN HILLS
PARADISE VALLEY
SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
GLENDALE
LITCHFIELD PARK
BUCKEYE
TOLLESON
AVONDALE
TEMPE
MESA
APACHE JUNCTION
GUADALUPE
GILBERT
GOODYEAR
CHANDLER
GILA RIVER INDIAN COMMUNITY
QUEEN CREEK
GILA BEND
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While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.
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CHAPTER TWO

PUBLIC INVOLVEMENT

The transportation planning process for the development of the Regional Transportation Plan (RTP) benefited greatly by incorporating broad-based public input, which was received as the result of an extensive public involvement process. During the development of the RTP in 2002 and 2003, MAG talked to thousands of people in an effort to identify public issues and concerns regarding future transportation needs. As part of this process, MAG held 150 public input opportunities, 173 stakeholder opportunities, and 117 agency meetings to solicit input from the public, community groups, business associations, transportation stakeholders, elected and appointed leaders, city planners, municipal technical staffs, transportation councils, and the region's Native American Indian Communities. In addition to these efforts, MAG pursues its continuing public involvement process throughout the year, which is described below.

The Public Involvement Process

The public involvement process is divided into four phases: early phase, mid-phase, final phase and continuous involvement. The early phase meetings ensure early involvement of the public in the development of these plans and programs. The mid-phase process provides for input on initial plan analysis for the RTP and Transportation Improvement Program (TIP), and includes a public hearing on regional transportation issues. The final phase provides an opportunity for final comment on the RTP, TIP and Air Quality Conformity Analysis. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as distributing press releases and newsletter, presentations to community and civic groups, and special events coordinated with the Arizona Department of Transportation (ADOT), Valley Metro/Regional Public Transportation Authority (RPTA) and Valley Metro Rail. All of the comments received through MAG's public involvement process are summarized and provided to the Management Committee, Transportation Policy Committee and Regional Council in the form of input opportunity reports.

Public Input Activities

The early phase is generally conducted from August through October, the mid-phase from February through March, and the final phase late in the summer. There are many ways in which MAG obtains input during these phases, from small group presentations to open houses to special events. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as:

- **Coordination with the Citizens Transportation Oversight Committee (CTOC).** In 1996, MAG expanded membership of the Regional Council to include the chairman of CTOC as an ex-officio member on matters relating to the Regional Freeway System. Providing CTOC membership on the Regional Council provides citizen representation and ensures citizen involvement on important matters relating to the MAG freeway plan.
- **Public Presentations to Groups.** MAG staff provides speakers upon request to make presentations to community and civic groups.
- **Traditionally Underserved Populations.** Through its public involvement process, MAG seeks to provide Title VI communities and low-income communities access to public

information on, and an opportunity for public participation in, matters relating to human health or the environment, especially as they relate to MAG's transportation plans and programs. MAG recognizes that environmental justice is more than a set of legal and regulatory obligations. Following environmental justice principles and procedures will improve all levels of transportation decision-making. In addition, through the RPTA and the MAG Elderly and Persons with Disabilities Transportation Committee, the needs of elderly and people with disabilities are addressed under the Regional Complementary Paratransit Plan. In addition, MAG seeks and considers the needs of those traditionally underserved by existing transportation systems by collaborating with the human services planning staff at MAG that plans for services for low-income, elderly and disabled populations. MAG transportation plans and programs are submitted to the Human Services Coordinating Committee for review. Additionally, MAG provides multimodal transportation information for review and comment to the Human Services planning process.

- **Open Meetings.** MAG conducts meetings in accord with open meeting laws. Meetings of technical committees, working groups, the Management Committee, Transportation Policy Committee and the Regional Council are open to the public.
- **Regional Council Comment Period.** Citizens are provided opportunities to speak at each Regional Council meeting on Consent items, Non-action items, and Action items. Citizens have three minutes to comment, but may exceed three minutes at the discretion of the Chair.
- **MAG Web Site.** A MAG Web site lists information about member agencies, existing committees, planning activities, recent accomplishments, press releases, schedules of events, minutes, agendas and publications. The Internet address of the MAG Web site is *www.mag.maricopa.gov*
- **Newsletters.** Newsletters report information of general interest on events and programs at MAG, as well as on specific items such as the RTP and the TIP.
- **Press Releases.** Press releases are prepared and distributed to local media in conjunction with periodic news events.
- **Meeting Notices and Advertisements in Principal Newspapers.** All of the formal public hearings and public involvement opportunities are announced with display advertisements in the largest circulation newspaper and in minority-oriented newspapers. Where appropriate, information is provided in a bilingual format. Meeting notices for the RTP and the TIP are typically sent out 30 days in advance.
- **Direct Mailing.** MAG maintains a current mailing list that includes interested citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, advocates for low income and minority interests and representatives of community groups with an interest in transportation. This mailing list is used to announce meetings, distribute newsletters, and for other opportunities for public involvement. Interested individuals are added to the mailing list upon request.
- **Staff Contacts.** The name of an appropriate staff contact is published in the RTP, the TIP and other transportation documents, as well as on project pages of the MAG Web site.

Other Input Opportunities

MAG hosts and participates in many other input opportunities for the public, such as mall events, freeway openings, transportation fairs, public hearings and a variety of other special events throughout the year. Before the completion of plans and programs, draft documents are available to the public for review and comment, so that public concerns can be considered and reflected in the final documents. Upon completion, draft studies, plans, programs and reports are presented to the Management Committee and Regional Council for review and action and are available for public review. Historical reference files of all documents are maintained and these reports are also available for public review.

MAG has a diverse committee structure that involves technical professionals, administrative personnel, elected officials, business interests and citizen volunteers, representing every jurisdiction and many professions and interest groups. The meetings of the committees follow the policy described above under "Open Meetings."

Fiscal Year 2006 Public Involvement Program

The FY 2006 public involvement program is based on the adopted MAG Process for Public Involvement in Transportation Planning outlined in the previous section. The 2006 Program is a combined process to solicit input on the 2006 Update of the RTP and FY 2007-2011 TIP Update. This public involvement process allows discussion of upcoming decisions that are likely to be included in the 2006 Plan and Program Updates. ADOT, Valley Metro/RPTA and Valley Metro Rail participate in many of these key elements. A description of each phase of the update process follows.

FY 2006 Early Phase Input Opportunity

The early phase input opportunity was conducted over the period of August through October 2005. During this phase, public input was used to identify and address upcoming issues and work topics for the next update of transportation plans and programs. Several forums were conducted during this first phase, including open houses, small group presentations, and e-mail and telephone correspondence. All correspondence was included in the Early Phase Input Opportunity Report, which is distributed to the Management Committee, Transportation Policy Committee and Regional Council for review and consideration prior to any action.

- **Regional Transportation Stakeholders Open House and Meeting**. The FY 2006 early phase process began with an early phase Regional Transportation Stakeholders open house and meeting, which was held on August 17, 2005, in the MAG offices. The meeting included a one-hour workshop on the process for submitting projects for MAG federal funds. Community interest group representatives, ADOT district engineering staff, staff from Valley Metro/RPTA, Valley Metro Rail and MAG staff attended the Regional Transportation Stakeholders meeting. The meeting provided an opportunity for stakeholders to give ideas and suggestions on transportation needs to consider for state and federal funding, including potential funding emphasis areas. An ongoing policy discussion was initiated among ADOT, MAG and Valley Metro/RPTA to discuss regional funding allocations and priorities. While the policy discussion was occurring, additional input from

transportation stakeholders was solicited through extended public comment periods at MAG committee meetings, open houses and targeted stakeholder outreach.

- **Continued Input Opportunities During the Early Phase.** Other opportunities during the early phase included special events. MAG participated in several special events in conjunction with ADOT, Valley Metro/RPTA and Valley Metro Rail. Events included the Southwest Realtors Expo and South Mountain Realtors Expo; Hispanic Women's Conference; Fiesta Glendale and the Maryvale Community Fair. MAG reached thousands on people during this time and was able to distribute information about the RTP and TIP updates, as well as on the 2005 Census Survey.

- **Extended Public Comment Periods at MAG Transportation Committee Meetings**. During the month of September, all MAG transportation committee meetings scheduled public comment periods. All meetings were held at the MAG offices in downtown Phoenix. The following committees offered extended public comment periods: Air Quality Technical Advisory Committee, Intelligent Transportation Systems Committee, Pedestrian Working Group, Regional Bicycle Task Force, Street Committee, Telecommunications Advisory Group, Transportation Review Committee and Regional Council Transportation Subcommittee.

FY 2006 Mid - Phase Input Opportunity

The mid-phase input opportunity was conducted during the period of February through March 2006. During this phase, public input was received on the initial plan development and analysis. Several forums were conducted during this phase, including special events, open houses, and e-mail and telephone correspondence. All correspondence received a formal staff response and was included in the Mid-Phase Input Opportunity Report, which is distributed to the Management Committee, Transportation Policy Committee and Regional Council for review and consideration prior to any action.

FY 2006 Final Phase Input Opportunity

The final phase will be conducted in late summer. This phase will include a variety of input opportunities, culminating with the Final Phase Open House and Public Hearing. All correspondence from this phase received a formal staff response and will be included in the Final Phase Input Opportunity Report, which is distributed to the Management Committee, Transportation Policy Committee and Regional Council for review and consideration prior to any final action.

Continuous Involvement

As part of the continuous outreach process, MAG staff presented information on transportation planning and programming to a number of committees, groups and the media. These activities included:

- Gave presentations and attended meetings of the Citizens Transportation Oversight Committee.

- Continued MAG membership and involvement – including presentations on transportation planning and programming – with several civic organizations in the region, including the Phoenix Chamber of Commerce and Valley Forward.
- Consideration of input received by the MAG Human Services Planning Program in its public outreach process, and integrating with this input process when feasible.

Title VI and Environmental Justice

MAG has been committed to ensuring that communities of concern, as defined and included in the Title VI Act of 1964, Executive Order 12898 addressing environmental justice, and other federal directives, have been specifically considered during the transportation planning and programming process. These laws ensure that such populations benefit equally from the transportation system without shouldering a disproportionate share of its burdens. Communities of concern include minority populations, low-income populations, aged populations, mobility disability populations, and female head of household populations.

Each of the three major components of the RTP (freeways/highways, transit and arterial roads) were analyzed separately in the environmental justice analysis to assess the distribution of benefits of projects included within the RTP. The analysis of Plan improvements showed that communities of concern benefited from the RTP at about the same level, or in some cases at a higher level, than the census tracts not identified as communities of concern.

MAG has developed a Title VI and Environmental Justice Public Involvement Plan to achieve a number of defined communication and agency objectives, with the specific purpose of ensuring the full and fair participation in transportation and other agency decision making by all citizens, regardless of race, color, national origin, religion, age, gender, handicap or socioeconomic status. The purpose of the plan is to uphold the principles set forth in Title VI of the Civil Rights Act of 1964 as well as those contained in presidential Executive Order 12898, Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994. To further these objectives, MAG has a community outreach specialist to build a network of citizens, business owners, political leaders and mass media within Title VI and low-income communities, with which MAG maintains a working relationship. This network enabled MAG to create a "feedback loop" so that it not only receives information from the target communities, but is able to provide information on how the input is being incorporated into its transportation plans and programs. In addition, MAG has translated documents into languages other than English.

CHAPTER THREE

REGIONAL OVERVIEW

The MAG Region is geographically situated in the south-central region of the State of Arizona, and encompasses an area of 9,223 square miles. The MAG Region contains 25 incorporated cities and towns, five Native American Indian Communities and a large area of unincorporated land. The region is located in the Sonoran Desert with elevations generally ranging from 500 to 2,500 feet above sea level. In 2004, Maricopa County contained approximately 60 percent of the population in Arizona, as well as eight of the nine cities in Arizona with populations greater than 100,000 people.

According to data compiled by MAG in 2000, approximately 29 percent of all county lands were under private ownership; 28 percent of lands were under the direct ownership of the Bureau of Land Management; 14 percent of lands were under the jurisdiction of the U.S. Military; 11 percent of lands were held within State trust; 11 percent of lands were under the direct ownership of the U.S Forest Service; 5 percent of land was comprised of Indian Communities; and the remaining 2 percent of lands in the county were classified as "other" public lands.

Population Projections

For the past several decades, the MAG Region has been one of the fastest-growing metropolitan areas in the United States, among those with populations of more than one million people. In April of 2000, Maricopa County had a resident population of 3,072,149. This was a population growth of approximately 44 percent, or 950,000 people in the decade from 1990 to 2000.

MAG Interim Socioeconomic Projections indicate that this high growth rate is expected to continue. By 2030, Maricopa County is projected to double in population over the 2000 base population, with an anticipated total of 6.24 million people. This means that the region will experience a growth of approximately one million people during each decade.

Table 3-1 shows the total resident population for Municipal Planning Areas (MPAs) from July 1, 2000, to July 1, 2030. Total resident population includes the resident population in households, and the resident population residing in group quarters (dorms, nursing homes, prisons and military establishments). Over the 30-year period (2000-2030), nine MPAs are projected to grow by more than 100,000 persons. These areas include Phoenix, Buckeye, Surprise, Goodyear, Mesa, Gilbert, Peoria, Avondale and Chandler. Another three MPAs are projected to experience population growth greater than 50,000 persons: Scottsdale, Glendale, and the Maricopa County portion of Queen Creek.

Currently, there are four MPAs within the MAG Region with populations of more than 200,000 persons: Phoenix, Mesa, Glendale and Scottsdale. By 2010, Chandler and Gilbert will surpass 200,000 in population, and will be followed by Peoria prior to the beginning of 2020. By 2025, the largest Municipal Planning Area – Phoenix, will contain 2.1 million persons, followed by Mesa at 630,000 and Surprise at 312,000.

Employment Growth

By 2025, Maricopa County is projected to nearly double its reported 2000 employment total. This means that employment within the region will grow by approximately 575,000 jobs each decade. Compared to 2000, it is projected that there will be a more even distribution of jobs by place of work among MPAs throughout the MAG Region.

Although the Phoenix MPA is expected to contain the most jobs in the region, its share declines from 47 percent of all jobs in 2000, to approximately 37 percent in 2030. In 2000, the top four MPAs of Phoenix, Mesa, Tempe and Scottsdale contained 78 percent of all jobs by place of work. By 2030, their collective share is projected to decline to 60 percent.

Between 2000 and 2025, total job growth in Maricopa County is projected to be 1.4 million jobs, which includes the following stages of growth: 547,000 jobs between 2000 and 2010; 593,000 jobs between 2010 and 2020; and 297,000 jobs between 2020 and 2025.

Regional Growth in Maricopa County 2000-2004

Between the years of 2000 and 2004, the population in MAG Region grew by approximately 14% to 3.5 million. In the same period, the Region's employment grew to 1.64 million jobs.

Table 3-1: Total Resident Population by Municipal Planning Area (MPA), Maricopa County July 1, 2000 and Interim Projections July 1, 2010 to July 1, 2030

MPA	Total Resident Population 2000	Total Resident Population 2010	Total Resident Population 2020	Total Resident Population 2025	Total Resident Population 2030
Avondale	37,800	82,100	122,500	141,600	161,400
Buckeye	16,700	58,600	153,400	275,500	380,600
Carefree	3,000	4,000	4,800	4,800	4,900
Cave Creek	3,900	5,100	5,800	9,800	12,900
Chandler	185,300	260,000	286,600	287,000	288,600
County Areas	85,300	92,900	109,900	124,600	138,000
El Mirage	8,700	29,700	31,400	32,200	33,100
Fountain Hills	20,500	24,700	30,400	30,400	30,700
Gila Bend	2,300	2,800	6,000	12,500	17,800
Gila River*	2,700	3,200	4,200	4,700	5,200
Gilbert	119,200	202,800	280,300	281,900	290,500
Glendale	230,300	290,400	308,100	309,800	312,200
Goodyear	21,200	61,300	161,100	247,400	330,400
Guadalupe	5,200	5,200	5,500	5,500	5,600
Litchfield Park	3,800	7,000	13,700	13,700	14,200
Mesa	441,800	537,900	617,800	630,300	647,800
Paradise Valley	14,100	15,200	15,700	15,800	15,900
Peoria*	114,100	160,800	206,600	232,200	253,400
Phoenix	1,350,500	1,700,300	2,022,500	2,101,600	2,187,500
Queen Creek*	7,400	18,900	58,300	73,100	88,100
Salt River	6,500	7,400	7,500	7,500	7,500
Scottsdale	204,300	253,100	287,300	289,600	292,700
Surprise	37,700	115,200	213,300	312,300	395,500
Tempe	158,900	176,400	189,200	192,700	196,700
Tolleson	5,000	6,100	6,200	6,200	6,300
Wickenburg	7,400	7,700	10,000	14,800	16,000
Youngtown	3,000	5,400	6,200	6,300	6,600
TOTAL	**3,096,600**	**4,134,400**	**5,164,100**	**5,664,000**	**6,140,000**

Source: Maricopa Association of Governments, Interim Projections, June 25, 2003

Notes:

Total resident population includes resident population in households and resident population in group quarters (dorms, nursing homes, prisons and military establishments)

*These projections include the Maricopa County portion of Peoria, Queen Creek and the Gila River Indian Community only.

The City of Apache Junction which became a MAG member in 2002, had a resident population of approximately 40,000 in the Year 2000. MAG has assembled databases and compiled placeholder projections based on their input for portions of Pinal County. Based upon their input, Apache Junctions population is projected to be: 78,000 in 2010; 122,000 in 2020;142,000 in 2025; 157,000 in 2030.

MPA numbers rounded to nearest 100. County numbers may not add due to rounding.

Please refer to Caveats for Interim Projections for complete notation on this series.

CHAPTER FOUR

GOALS, OBJECTIVES AND PRIORITY CRITERIA

The MAG Transportation Policy Committee (TPC) approved a set of regional transportation goals and objectives on February 19, 2003. The regional goals and objectives provided the planning process with a basis for identifying options, evaluating alternatives and making decisions on future transportation investments. The TPC identified a total of four goals and 15 objectives. In addition, Arizona Revised Statute 28-6354.B directs MAG to develop criteria to establish the priority of corridors, corridor segments, and other transportation projects. As part of the regional transportation planning process, MAG applied various priority criteria for the development of the Regional Transportation Plan (RTP).

Goals and Objectives

A goal is a general statement of purpose that represents a long-term desired end to a specific state of affairs. It is generally measurable by qualitative means. By identifying broad goals that are both visionary and practical, and which respond to the values of the region, the focus of the planning process can be more readily communicated to the public. The goals, in turn, can be defined in greater detail by specifying multiple objectives for each goal.

An objective is very similar to a goal, as it represents a desired end to a specific state of affairs. However, an objective is an intermediate result that must be realized to reach a goal. The definition of an objective is usually more focused than that of a goal and is typically more subject to being measured. Objectives can be further assessed through performance measures that are identified for each objective.

Certain goals and objectives are related to the way in which the regional transportation system is performing overall. Others may be used to evaluate individual components of the overall transportation system or to evaluate proposed projects. They can also serve as the basis to monitor how the transportation system performs as the RTP is implemented. In addition, goals and objectives relate to the planning process, and the importance of accountability during the development and implementation of the plan. Individual goals with their supporting objectives are listed below.

Goal 1: System Preservation and Safety

Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.

- **Objective 1A**: Provide for the continuing preservation and maintenance needs of transportation facilities and services in the region, eliminating maintenance backlogs.
- **Objective 1B**: Provide a safe and secure environment for the traveling public, addressing roadway hazards, pedestrian and bicycle safety, and transit security.

Goal 2: Access and Mobility

Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.

- **Objective 2A**: Maintain an acceptable and reliable level of service on transportation and mobility systems serving the region, taking into account performance by mode and facility type.
- **Objective 2B**: Provide residents of the region with access to jobs, shopping, educational, cultural, and recreational opportunities and provide employers with reasonable access to the workforce in the region.
- **Objective 2C**: Maintain a reasonable and reliable travel time for moving freight into, through and within the region, as well as provide high-quality access between intercity freight transportation corridors and freight terminal locations, including intermodal facilities for air, rail and truck cargo.
- **Objective 2D**: Provide the people of the region with transportation modal options necessary to carry out their essential daily activities and support equitable access to the region's opportunities.
- **Objective 2E**: Address the needs of the elderly and other population groups that may have special transportation needs, such as non-drivers or those with disabilities.

Goal 3: Sustaining the Environment

Transportation improvements that help sustain our environment and quality of life.

- **Objective 3A**: Identify and encourage implementation of mitigation measures that will reduce noise, visual and traffic impacts of transportation projects on existing neighborhoods.
- **Objective 3B**: Encourage programs and land use planning that advance efficient trip-making patterns in the region.
- **Objective 3C**: Make transportation decisions that are compatible with air quality conformity and water quality standards, the sustainable preservation of key regional ecosystems and desired lifestyles.

Goal 4: Accountability and Planning

Transportation decisions that result in effective and efficient use of public resources and strong public support.

- **Objective 4A**: Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning.
- **Objective 4B**: Establish revenue sources and mechanisms that provide consistent funding for regional transportation and mobility needs.
- **Objective 4C**: Develop a regionally balanced plan that provides geographic equity in the distribution of investments.
- **Objective 4D**: Recognize previously authorized corridors that are currently in the adopted MAG Long-Range Transportation Plan; i.e., Loop 303 and the South Mountain Corridor.

- **Objective 4E**: Achieve broad public support for needed investments in transportation infrastructure and resources for continuing operations of transportation and mobility services.

Priority Criteria

Arizona Revised Statute 28-6354.B directs MAG to develop criteria to establish the priority of corridors, corridor segments, and other transportation projects. These criteria include public and private funding participation; the consideration of social and community impacts; the establishment of a complete transportation system for the region; the construction of projects to serve regional transportation needs; the construction of segments to provide connectivity on the regional system; and other relevant criteria for regional transportation.

As part of the regional transportation planning process, MAG has applied these kinds of criteria, both for the development and the implementation of the Regional Transportation Plan (RTP). The RTP was developed through a performance-base process that evaluated alternatives relative to a range of performance measures. Also, specific criteria were considered as part of the process to schedule the implementation of transportation projects throughout the duration of the planning period. The discussion below describes how the criteria applied in the RTP planning process correspond to the categories included in ARS 28-6354.B.

Extent of Local Public and Private Funding Participation

A higher level of local public and private funding participation in the RTP benefits the region by leveraging regional revenues and helping ensure local government commitment to the success of the regional program. The extent of local public and private funding participation is addressed in a number of ways in the MAG transportation planning process, including project matching requirements, private funding participation, and local government incentives.

Social and Community Impacts

Regional transportation improvements can have both beneficial and negative social and community impacts. It is important to conduct a thorough assessment of these impacts, to ensure that they are taken into account in the decision-making process. The MAG planning effort assesses social and community impacts at each key stage of the transportation planning and programming process. In addition, it should be noted that similar efforts are carried out by the agencies implementing specific transportation improvement projects. Specific activities aimed at this criterion include: public participation and community outreach, social impact assessment, and corridor and community impact assessment.

Establishment of a Complete Transportation System for the Region

The RTP calls for major investments in all elements of the regional transportation system over the next several decades. It is critical that these expenditures result in a complete and integrated transportation network for the region. The MAG planning process responds directly to this need by conducting transportation planning at the system level, giving priority to segments that can lead to a complete transportation system as quickly as possible, and maintaining a life cycle programming

process for all of the major modes. Aspects of the planning process that implement this criterion include: a system level planning approach, consideration of the project development process and project readiness, targeting progress on multiple projects, and the application of life cycle programming.

Construction of Projects to Serve Regional Transportation Needs

The resources to implement the RTP are drawn from regional revenue sources and should address regional transportation needs. Transportation projects that serve broad regional needs should have a higher priority than those that primarily only serve a local area. At the same time, the nature of regional transportation needs varies across the MAG area and the same type of transportation solution does not apply everywhere in the region. Enhancing the arterial network may represent the most pressing regional need in one part of the region, whereas adding new freeway corridors may be the key need in another; and expanding transit capacity may represent the best approach in yet another area. The process to develop the RTP recognized that this was the nature of regional transportation needs in the MAG area. As a result, the RTP is structured to respond to different types of needs in different parts of the MAG Region.

Although the modal emphasis of the transportation improvements identified in the RTP varies from area to area, the effects of these improvements were assessed using common measures of system performance and regional mobility. These measures were applied in the development of the RTP to evaluate alternatives and establish implementation priorities. They can also be applied in the future to evaluate potential adjustments to the priority of corridors, corridor segments, and other transportation projects and services.

Construction of Segments that Provide Connectivity with other Elements of the Regional Transportation System

The phasing of the development of the transportation network should be done in a logical sequence, so that maximum possible system continuity, connectivity and efficiency are maintained. Appropriately located transportation facilities around the region enhance the general mobility throughout the region. To the extent possible, facility construction and transportation service should be sequenced to result in a continuous and coherent network and to avoid gaps and isolated segments, bottlenecks and dead-end routes. Segments that allow for the connection of existing portions of the transportation system should be given a higher priority than segments that do not provide connectivity.

CHAPTER FIVE

FINANCIAL PLAN

Several regional sources of funding are utilized for the construction of regional transportation facilities in the MAG area. These sources have been termed as regional revenues in the transportation planning process, and include the following:

- Half-cent Sales Tax
- Arizona Department of Transportation (ADOT) Funds
- MAG Area Federal Transportation Funds

These funding categories and their estimated future revenues are discussed below. In addition to regional revenues, local governments provide funding that supports implementation of the MAG Regional Transportation Plan (RTP). These resources provide matching monies for capital projects in the Arterial Street Program and Light Rail Transit Program; subsidize certain transit operating costs; and, in the form of transit farebox monies, contribute significant funding for transit operations.

It should also be noted that revenue projections are expressed in "Year of Expenditure" (YOE) dollars, which reflect the actual number of dollars collected/expended in a given year. Therefore, there is no correction or discounting for inflation. The effect of inflation is accounted for separately through an allowance for inflation that will be applied when comparing project costs and revenues.

Half-Cent Sales Tax

On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region *(*also known as the *Maricopa County Transportation Excise Tax)*. This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement projects and programs identified in the MAG RTP. The previous half-cent sales tax for transportation was approved by the voters of Maricopa County in 1985 through Proposition 300, and expired on December 31, 2005. The current half-cent sales tax extension approved through Proposition 400 went into affect on January 1, 2006.

The revenues collected from the half-cent sales tax extension will be deposited into the Regional Area Road Fund (RARF), and allocated between freeway/highway and arterial street projects; and into the Public Transportation Fund (PTF) for public transit programs and projects. These monies must be applied to projects and programs consistent with the MAG RTP. Projects and programs in the MAG RTP that are not categorized into the freeways/highways, transit, or arterial street modes have not been allocated sales tax funding. As specified in ARS 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and highways (RARF); 10.5 percent will be distributed to arterial street improvements (RARF); and 33.3 percent of all collections will be distributed to transit (PTF).

Table 5-1 displays the distribution of projected revenues to the RARF and the PTF, including the sub-allocation of the RARF to freeway/highway and arterial street uses. As displayed in this table, total half-cent revenues from FY 2007 through FY 2026 are projected to be approximately $14.1

billion. Of this total, $7.9 billion will be allocated to freeway/highway projects; $1.5 billion to arterial street improvements; and $4.7 billion to transit projects and programs.

TABLE 5-1
MARICOPA COUNTY TRANSPORTATION EXCISE TAX
REVENUE FORECAST DISTRIBUTION: FY 2007-2026
(Year of Expenditure Dollars in Millions)

Fiscal Year	Regional Area Road Fund (RARF)		Public Transportation Fund (PTF) (33.3%)	Total
	Freeways (56.2%)	Arterial Streets (10.5%)		
2007	205.4	38.4	121.7	365.5
2008	217.6	40.7	128.9	387.2
2009	231.5	43.3	137.2	412.0
2010	246.8	46.1	146.3	439.2
2011	262.9	49.1	155.8	467.8
2012	280.8	52.5	166.4	499.7
2013	300.0	56.1	177.8	533.9
2014	320.7	59.9	190.0	570.6
2015	342.8	64.0	203.1	609.9
2016	366.8	68.5	217.4	652.7
2017	392.3	73.3	232.5	698.1
2018	419.7	78.4	248.7	746.8
2019	448.8	83.8	265.9	798.5
2020	480.6	89.8	284.8	855.2
2021	514.9	96.2	305.1	916.2
2022	549.8	102.7	325.8	978.3
2023	590.2	110.3	349.7	1,050.2
2024	630.5	117.8	373.6	1,121.9
2025	676.2	126.3	400.7	1,203.2
2026	422.5	78.9	250.4	751.8
Totals	**7,900.8**	**1,476.1**	**4,681.8**	**14,058.7**

Totals for FY 2026 reflect a 6-month tax collection, since the tax expires on December 31, 2025

Arizona Department of Transportation (ADOT) Funds

ADOT relies on funding from two primary sources: the Highway User Revenue Fund (HURF) and federal transportation funds. The HURF is comprised of funds from the gasoline and use fuel taxes, a portion of the vehicle license tax, registration fees and other miscellaneous sources.

ADOT Revenues

Of the total HURF funding, approximately 40 percent comes from the gasoline tax and another 15 percent comes from the sale of diesel fuel. The portion of the Vehicle License Tax (VLT) that flows into the HURF accounts for about 25 percent of the total HURF funds. According to the Arizona constitution, HURF funds can only be used on highways and streets, therefore, HURF funds cannot be used for transit purposes. For the purposes of revenue forecasting, total HURF funds were projected based on projected population and economic growth, assuming that there would no

change in tax rates. Total HURF funds were then distributed to ADOT and the other entities based on the current statutory formula and policy.

From the ADOT HURF allocation, state statute provides that 12.6 percent of the HURF funds flowing to ADOT are earmarked for the MAG Region, and the region comprising the Pima Association of Governments (PAG), which includes metropolitan Tucson, Arizona. In addition, the State Transportation Board has established a policy that another 2.6 percent of ADOT HURF funds would be allocated to the two regions. These funds are divided into 75 percent for the MAG Region and 25 percent for the PAG Region. These funds are referred to as "15 Percent Funds."

After the deduction of the 15 Percent Funds, ADOT must pay for operations, maintenance, and debt service on outstanding bonds. This includes funds for the Motor Vehicle Division, administration, highway maintenance and additional funding for DPS. The remaining HURF funds are then combined with federal highway funds to provide the basis for the ADOT Highway Construction Program. This block of funds is often referred to as "ADOT Discretionary Funds."

ADOT Funding in the MAG Region

Table 5-2 summarizes ADOT funds applicable to projects in the MAG RTP. It is projected that a total of $6.9 billion will be available for the construction of freeways and highways in the MAG Region between FY 2007 and FY 2026. These funds have been reduced appropriately to reflect ADOT expenses for operations, maintenance and debt service on outstanding bonds. This includes bond obligations associated with the Proposition 300 - Regional Freeway Program.

- **15 Percent Funding -** The MAG Region receives annual funding from the Arizona Department of Transportation (ADOT) in the form of ADOT 15 Percent Funds, which are allocated from the Highway User Revenue Fund (HURF). These funds are spent for improvements on limited access facilities on the State Highway System.
- **MAG Share of ADOT Discretionary Funds -** A 37 percent share of ADOT Discretionary Funds is targeted to the MAG Region. Arizona Revised Statute 28-304 C.1 states that the percentage of ADOT discretionary monies allocated to the MAG Region in the RTP shall not increase or decrease unless the State Transportation Board, in cooperation with the regional planning agency, agrees to change the percentage of the discretionary monies.
- **Adjustments to the ADOT revenue stream -** Adjustments have been made to refine the ADOT revenue stream. This covers ADOT programs such as traffic engineering, pavement and bridge preservation, and operating support in the MAG Region. Also covered in the adjustment is a deduction for the completion of the Proposition 300 - Regional Freeway Program, which includes debt service that continues through to FY 2026.

MAG Area Federal Transportation Funds

In addition to the half-cent sales tax revenues and ADOT funding, a number of federal transportation funding sources are available for use in implementing projects in the MAG RTP. These sources are discussed below and summarized in Table 5-3. It is projected that a total of $5.2 billion will be available from this source for the construction of projects in the MAG Region between FY 2007 and FY 2026.

TABLE 5-2
ADOT FUNDING IN MAG REGION: FY 2007-2026
(Year of Expenditure Dollars in Millions)

	15% Funds	ADOT Discretionary	Less Revenue Adjustments	Total Funding Available
2007	75.3	222.9	132.8	165.5
2008	79.8	224.6	166.2	138.2
2009	84.4	224.5	159.8	149.1
2010	89.0	236.8	118.6	207.3
2011	94.5	255.6	123.5	226.6
2012	99.2	272.5	102.8	268.8
2013	104.1	283.3	105.9	281.5
2014	109.4	294.6	107.7	296.3
2015	115.2	306.8	116.5	305.4
2016	120.6	319.0	119.6	320.0
2017	126.2	331.7	122.8	335.2
2018	132.1	345.0	126.1	351.0
2019	138.5	358.7	129.5	367.7
2020	145.2	373.6	131.1	387.8
2021	152.5	389.2	128.3	413.5
2022	160.1	404.6	132.1	432.6
2023	168.1	421.1	120.2	468.9
2024	176.7	437.2	115.3	498.6
2025	186.0	454.8	119.8	521.0
2026	195.4	688.6	124.9	759.1
Totals	**2,552.4**	**6,845.3**	**2,503.5**	**6,894.2**

Federal Transit (5307) Funds

These federal transit formula grants are available to large urban areas to fund bus purchases and other transit capital projects. Purchases made under this program must include a 20 percent local match. This funding source is expected to generate $1.5 billion for transit development from FY 2007 through FY 2026.

Federal Transit (5309) Funds

Transit 5309 funds are available through discretionary grants from the Federal Transit Administration (FTA), and applications are on a competitive basis. They include grants for bus transit development and "new starts" of Light Rail Transit (LRT) and other high capacity systems. Bus transit development requires a 20 percent local match, while new starts are expected to require a 50 percent local match. These funds are granted at the discretion of the FTA, following a very thorough evaluation process. Over the planning horizon, it is estimated that $1.6 billion in 5309 funds for bus and rail transit projects will be made available to the MAG Region from the FTA. The total does not include the $587 million in 5309 funds for the 20-mile light rail starter segment, which has already been committed to the region.

TABLE 5-3
MAG FEDERAL TRANSPORTATION FUNDS: FY 2007-2026
(Year of Expenditure Dollars in Millions)

Fiscal Year	Transit 5307 Funds	Transit 5309 Funds	MAG STP Funds	MAG CMAQ Funds	Total
2007	14.0	11.0	11.3		36.2
2008	25.2	19.2	13.2	43.9	101.4
2009	27.1	20.1	13.5	44.2	105.0
2010	11.5	7.1	16.0	45.8	80.4
2011	43.2	66.3	17.8	47.4	174.7
2012	46.1	95.2	19.6	49.0	209.9
2013	60.1	98.3	21.3	50.7	230.5
2014	64.1	101.6	23.1	52.5	241.3
2015	68.3	104.9	24.9	54.4	252.4
2016	72.7	108.4	48.1	56.3	285.4
2017	77.5	111.9	62.9	58.2	310.5
2018	82.5	115.6	65.1	60.3	323.5
2019	87.9	94.1	67.4	62.4	311.8
2020	93.6	13.7	69.8	64.6	241.7
2021	99.7	34.2	72.2	66.8	272.9
2022	106.1	131.5	74.7	69.1	381.5
2023	127.6	135.9	77.3	71.6	412.4
2024	135.8	176.5	80.0	74.1	466.4
2025	144.5	66.7	82.9	76.7	370.7
2026	153.3	69.1	85.8	79.4	387.5
Totals	**1,540.8**	**1,581.5**	**946.8**	**1,127.1**	**5,196.3**

Federal Highway (MAG STP) Funds

MAG Surface Transportation Funds (STP) are the most flexible federal transportation funds and may be used for highways, transit or streets. Approximately $947 million will be available from STP funds for projects during the period from FY 2007 through FY 2026. In addition to this amount, $34.1 million per year has been allocated through FY 2015 to retire debt related to the completion of the Proposition 300 program.

Federal Highway (MAG CMAQ) Funds

MAG Congestion Mitigation and Air Quality (CMAQ) funds are available for projects that improve air quality in areas that do not meet clean air standards ("non-attainment" areas). Projects may include a wide variety of highway, transit and alternate mode projects that contribute to improved air quality. While they are allocated to the state, Arizona's funds have been dedicated entirely to the MAG Region, due to the high congestion levels and major air quality issues in the region. They are projected to generate $1.1 billion from FY 2007 through FY 2026.

Regional Revenue Sources and Uses Summary

Regional revenue sources for the MAG RTP between FY 2007 and FY 2026 are shown in Table 5-4 and include: the Proposition 400 half-cent sales tax extension $14.1 billion); ADOT funds $6.9 billion); Federal Transit (5307) funds $1.5 billion); Federal Transit (5309) funds ($1.6 billion); Federal Highway Surface Transportation Program (STP) funds ($947 million); Federal Highway Congestion Mitigation and Air Quality (CMAQ) funds ($1.1 billion); bond proceeds ($4.1 billion); bus farebox revenues ($526 million); and other income ($404 million). The total of all these revenue sources is $31.2 billion. After deducting debt service and other expenses ($5.8 billion), the net funding available is $25.3 billion. From this amount, an allowance for inflation ($7.7 billion) is deducted. This yields $17.6 billion, which represents the amount of funding available for transportation projects and programs expressed in 2006 dollars.

Bonding, Debt Issues and Debt Service

Bonding provides an important program management tool to accelerate the construction of certain projects and take advantage of financial market conditions. Bonding can be supported by the Highway User Revenue Fund (HURF), Regional Area Road Fund (RARF), Public Transportation Fund (PTF) and federal funds. HURF and RARF bonds are issued by the State Transportation Board, and are used to accelerate the construction of freeway, highway and arterial street projects. RPTA/Valley Metro also has the option of issuing bonds for transit capital projects, backed by the Public Transportation Fund (PTF). As reflected in Table 5-4, it was assumed that bond proceeds during the planning period (from FY 2007 to FY 2026) would total approximately $4.1 billion. In addition to conventional bonding, other debt financing may be available for the construction of projects. However, no specific assumptions were made regarding the application of these options toward financing the RTP.

Inflation Allowance

As noted previously, regional revenue forecasts have been presented in terms of "Year of Expenditure" (YOE) dollars. YOE dollars reflect the actual number of dollars collected/expended in a given year, with no correction or discounting for inflation. In order to account for the effects of inflation, an allowance for inflation totaling $7.7 billion for the period FY 2007 through FY 2026 has been included in Table 5-4. The allowance for inflation was obtained by applying a discount factor corresponding to an annual three percent inflation rate to the forecasted future revenues, after the inclusion of bonding and deduction of debt service and expenses.

TABLE 5-4
SOURCES AND USES OF REGIONAL REVENUES: FY 2007-2026
(Year of Expenditure Dollars in Millions; Unless Noted Otherwise)

	Uses						
Sources	**Highways/ Freeways**	**Arterial Streets**	**Bus Transit**	**Light Rail Transit**	**Bicycle/ Ped.**	**Air Quality**	**Total**
Proposition 400: Half Cent Sales Tax Extension (RARF)	7,900.8	1,476.1	2,659.3	2,022.5			14,058.7
ADOT Funds (Includes HURF and Federal)	6,894.2						6,894.2
Federal Transit (5307 Funds)			1,540.8				1,540.8
Federal Transit (5309 Funds)			269.1	1,312.4			1,581.5
Federal Highway (MAG STP)		946.8					946.8
Federal Highway (MAG CMAQ)	215.3	151.0		404.6	191.6	164.6	1,127.1
Bond Proceeds	3,430.0	350.0	305.0				4,085.0
Bus Farebox Revenues			526.3				526.3
Other Income	74.5		12.0	318.0			404.5
Subtotal	18,514.8	2,923.9	5,312.5	4,057.5	191.6	164.6	31,164.9
Less Debt service and Other Expenses	(4,893.4)	(565.0)	(376.4)				(5,834.8)
Subtotal	13,621.4	2,358.9	4,936.1	4,057.5	191.6	164.6	25,330.1
Less Inflation Allowance	(3,908.3)	(709.8)	(1,831.3)	(1,169.2)	(52.0)	(44.7)	(7,715.3)
Total (2006 $'s)	**9,713.1**	**1,649.1**	**3,104.8**	**2,888.3**	**139.6**	**119.9**	**17,614.8**

CHAPTER SIX

FREEWAYS AND HIGHWAYS

The freeway/highway system in the MAG Region represents one of the major elements in the Regional Transportation Plan (RTP). The RTP identifies new corridors for the freeway/highway network, as well as improvements to existing facilities. These improvements provide significant additional lane-miles of capacity to the system. In addition to new travel lanes, a series of new interchanges with arterial streets on existing freeways is included in the RTP. Improvements at freeway-to-freeway interchanges to provide direct connections between HOV lanes have also been included. The RTP also provides funding for maintenance on the freeway system, which is directed at litter pickup and landscaping (including landscape restoration). In addition, the need to keep traffic flowing smoothly is addressed through funding identified for freeway management functions.

Planned Freeway/Highway Corridors and Improvements

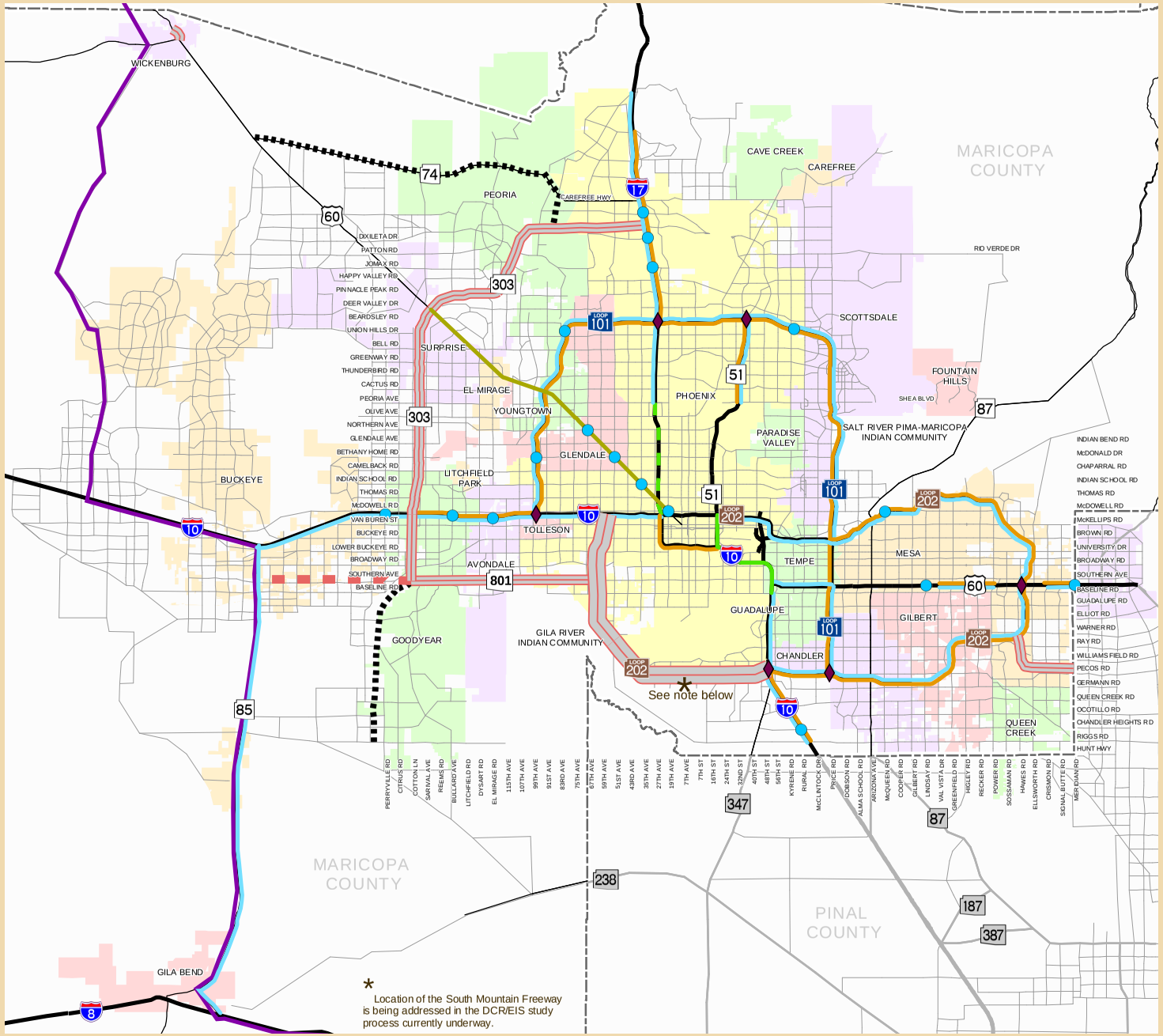
The Freeway/Highway Element of the RTP includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed. Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, High Occupancy Vehicle (HOV) ramps at system interchanges, and maintenance and operations programs. Figure 6-1 highlights the improvements planned for the system, showing both new freeway corridors and improvements to existing freeway and highway facilities. The projects included in the major program categories are described below.

New Corridors

The new freeway/highway corridors in the RTP include the I-10 Reliever, Loop 202 (South Mountain Freeway), Loop 303 (Estrella Freeway), the Williams Gateway Freeway, and the Wickenburg Bypass. In addition, right-of-way protection (only) for Loop 303 (south of the I-10 Reliever) and State Route 74 (SR 74) are also included. The status of individual corridors is reviewed below:

- **I-10 Reliever (SR 801) -** The I-10 Reliever (SR 801) is planned as an east-west facility south of I-10 connecting the South Mountain Freeway (Loop 202) and State Route 85 (SR 85). In the RTP, the route is funded for construction as a six-lane freeway between Loop 202 and Loop 303; and as a two-lane roadway, with right-of-way preservation for a freeway facility, between Loop 303 and SR 85. Construction of the facility is targeted for the period 2021 through 2026.
- **Loop 202 (South Mountain Freeway) -** The South Mountain Freeway is planned to loop south of the central area of the region, connecting the western terminus of the Santan Freeway with I-10 in the vicinity of 59th Avenue. The RTP calls for construction of an interim facility between I-10 and 51st Avenue by the end of FY 2010, and construction of a full six-lane freeway between I-10 (west) and I-10 (east) during FY 2011 through FY 2015.
- **Loop 303 (Estrella Freeway) -** Loop 303 is planned to extend west from I-17 at Lone Mountain Road, swinging southwest to Grand Avenue, running south in the vicinity of Cotton Lane to I-10, and then terminating at MC 85 (Buckeye Road). The RTP calls for construction on an interim facility between Happy Valley Road and I-17 by FY 2010, and for

Draft 2006 Update
Regional Transportation Plan
Fig. 6-1

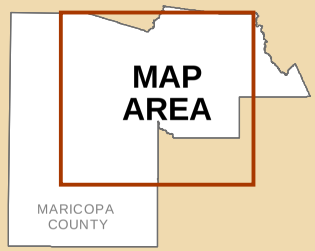


Freeways/Highways

- New Traffic Interchange
- New High Occupancy Vehicle Ramp Connection
- Grand Avenue Corridor Improvements
- New High Occupancey Vehicle Lanes
- New General Purpose Lanes
- Corridor Capacity Improvements
- Long Term Capacity Improvements
- New Freeway/Highway Construction
- Interim Corridor Development
- Proposed CANAMEX Corridor
- Right of Way Preservation
- County Boundary
- Existing Freeway
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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the construction of a full six-lane freeway between I-10 and I-17 during the period of FY 2011 through FY 2015. The segment between I-10 and MC 85 is targeted for construction during FY 2016 through FY 2020. An interim facility has been constructed between Grand Avenue and Happy Valley Road by Maricopa County, and full freeway right-of-way has also been acquired along this segment.

- **Williams Gateway Freeway -** The Williams Gateway Freeway is planned as a six-lane facility extending from Loop 202 south to the Williams Gateway Airport, and east to the Pinal County line. In the RTP, final construction of the facility is targeted to occur during the period from FY 2016 to FY 2020.
- **Other Right-of-Way Protection on SR 74 and Loop 303 (Buckeye Road to Riggs Road) -** Funding is included in the RTP for right-of-way protection on SR 74 to meet potentially growing right-of-way protection requirements in this area. Funding for right-of-way is also identified for Loop 303 (MC 85 to Riggs Road) in later years. The precise alignment for Loop 303 south of MC 85 has not yet been defined.

Widen Existing Facilities: General Purpose Lanes and HOV Lanes

In addition to new corridors, the RTP calls for additional general purpose and new High Occupancy Vehicle (HOV) lanes that will be added to the regional freeway/highway system. This includes additional lanes on I-10, I-17, Loop 101 (the Agua Fria, Pima and Price Freeways), Loop 202 (the Red Mountain and Santan freeways), State Route 51 (Piestewa Freeway), State Route 85, and on US 60 (Grand Avenue and Superstition Freeway). The status of individual corridors is reviewed below.

- **I-10 -** The RTP calls for the addition of general purpose lanes along essentially the entire length of I-10, between State Route 85 on the west and Riggs Road on the east (No additional lanes are planned between I-17 and SR 51). HOV lanes are also added along several segments to provide continuous HOV service on I-10, between Loop 303 on the west and Riggs Road on the east. Improvements are generally scheduled to start in the central area of the region, from FY 2006 through FY 2010, and extending to other areas of the region through FY 2023.
- **I-17 -** The RTP includes construction of additional general purpose lanes on I-17 between McDowell Road on the south and New River Road on the north. HOV lanes are also being added to fill gaps, and to extend the HOV system along I-17 from I-10 at Sky Harbor, to Anthem Way. Improvements are programmed throughout the planning period ending in FY 2026.
- **Loop 101 -** The RTP calls for constructing additional general purpose lanes and HOV lanes along most of the length of Loop 101 (the Agua Fria, Pima, and Price Freeways) by the end of FY 2026. No additional general purpose lanes are planned between the Red Mountain Freeway and Baseline Road. The early focus of the improvements is on additional HOV lanes, with general purpose lanes scheduled after FY 2010.
- **Loop 202 -** The RTP identifies the construction of additional general purpose and HOV lanes along essentially the entire length of Loop 202 (Red Mountain and Santan Freeways) by the end of FY 2026. The segment from SR 51 to Loop 101 already has HOV lanes. Also, this does not include the portion of Loop 202 covered by the South Mountain Freeway, which will be constructed as a new corridor. Generally, the construction of HOV lanes has been schedule before the addition of general purpose lanes, with the major portion of new general purpose lanes scheduled after FY 2021.

- **State Route 51 (Piestewa Freeway) -** The RTP includes construction of additional general purpose and HOV lanes on SR 51 between Shea Boulevard and Loop 101. The HOV improvements are called for first, with funding for the general purpose lanes scheduled after FY 2021.
- **State Route 85 -** The RTP calls for widening SR 85 to a four-lane, divided roadway between I-10 and I-8. Construction work on widening SR 85 to a four-lane, divided roadway between I-10 and Gila Bend is currently underway.
- **US 60 (Superstition Freeway) -** The RTP includes widening projects along several segments of the Superstition Freeway, providing a combination of additional general purpose and HOV lanes. These projects will increase general purpose lane capacity along certain segments and provide continuous HOV lane service between I-10 and Loop 202 by FY 2010, and to Meridian Road by FY 2020.
- **US 60 (Grand Avenue**) - The RTP identifies a series of improvement projects along various segments of Grand Avenue between Loop 303 and McDowell Road, including the addition of general purpose lanes, grade separations and other improvements. The implementation of these projects will span the planning period through FY 2026.
- **US 93 (Wickenburg Bypass) -** An interim bypass of the downtown Wickenburg area is being implemented to provide congestion relief until the final US 93 bypass can be funded and constructed. Final design on the interim bypass is underway and construction is anticipated to begin during the fall of 2006.

New Interchanges and New HOV Ramps on Existing Facilities

In addition to new corridors and additional travel lanes, the RTP call for a series of new interchanges on existing freeways at arterial street crossings, as well as improvements at freeway-to-freeway interchanges to provide direct connections between HOV lanes. The status of individual projects is reviewed below.

- **New Interchanges at Arterial Streets -** The RTP identifies a total of 13 new interchanges to be constructed on existing freeways at arterial street crossings. These projects are situated along most of the major segments of the regional freeway system, including I-10, I-17, Loop 101, Loop 202, and US 60 (Superstition Freeway). The implementation of these new interchanges is phased over the entire planning period through FY 2026.
- **New HOV Ramps at Existing Freeway-to-Freeway Interchanges -** The RTP identifies a total of six locations at freeway-to-freeway interchanges on existing freeways where HOV ramps will be constructed to provide a direct connection through the interchange. These projects fall at major connections among components of the regional freeway system, including I-10, I-17, Loop 101, Loop 202, US 60 (Superstition Freeway) and SR 51. The implementation of these new interchanges is phased over the entire planning period through FY 2026.

Maintenance, Operations and Mitigation Programs

The RTP also provides funding for maintenance, operations and mitigation programs on the freeway system. These programs are directed at litter pickup, landscaping, Freeway System

Management (FMS) functions and noise mitigation. The status of individual programs is reviewed below.

- **Freeway Management System -** The RTP identifies a block of funding, covering the planning period through FY 2026, for a freeway management system (FMS) in the MAG Region. This includes projects to enhance FMS on existing facilities, as well as to expand the system to new corridors. FMS covers items such as ramp metering, changeable message signs, and other measures to facilitate traffic flow.
- **Maintenance -** The RTP includes a block of funding, covering the planning period through FY 2026, for maintenance of the regional freeway system in the MAG Region. This funding will be dedicated only to litter pick-up, landscaping maintenance and landscaping restoration.
- **Noise Mitigation -** The RTP identifies a block of funding, covering the planning period through FY 2026, for noise mitigation projects on the freeway system in the MAG Region. This funding will used for mitigation projects such as rubberized asphalt overlays and noise walls.

System-wide Preliminary Engineering, Advance Right-of-Way Acquisition, Property Management/Plans and Titles, and Risk Management

The overall highway development process involves a number of steps that are necessary to prepare projects for eventual construction. Key elements that are included in this area are as follows: (1) Preliminary Engineering - preparation of preliminary plans defining facility design concepts, right-of-way requirements and environmental factors; (2) Advance Right-of-Way Acquisition - acquisition of right-of-way to respond to development pressures in a corridor; (3) Property Management/Plans and Titles - procedures to acquire property and manage it until needed for construction; and (4) Risk Management - programs to minimize the risk of litigation.

Proposition 300 - Regional Freeway Program

The ongoing Proposition 300 Regional Freeway Program is nearing its final stages. It is anticipated that construction work on the remaining projects in this program can be completed in 2008. Costs for the program are in balance with projected future funds available. Funding requirements for final construction in 2008, as well as debt service and other financial obligations will that continue through FY 2026, have been fully taken into account in the planning process for the new Freeway/Highway Element, so that there are no conflicting demands on available revenues between FY 2007-2026. The completion of the Sky Harbor Expressway (SR 153) has been shifted to FY 08 and FY 09 of the new Freeway/Highway Life Cycle Program.

Funding Summary

Table 6-1 has been prepared to provide a summary of the funding overview for the freeway/highway element of the Plan. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between funds available and funds used indicates that the freeway/highway element can be accomplished within reasonably available funding sources over the planning period.

Table 6-1: Freeway/Highway Funding Plan - FY 2007 through FY 2026
(Millions)

FUNDING AND EXPENDITURES		TOTAL
FUNDING (Year of Expenditure $'s)		
Regional		
MAG Half-Cent Extension	$7,901	
ADOT Funds	$6,894	
MAG Federal CMAQ	$ 215	
Total Regional Funding		**$15,010**
Other Income		**$ 75**
Bond Proceeds		**$ 3,430**
Less Allowance for Debt Service and Inflation		
Debt Service and Other Expenses	$4,893	
Inflation	$3,908	
Total Allowances		**$ 8,802**
TOTAL FUNDING (2006 $'s)		**$ 9,713**
EXPENDITURES (2006 $'s)		
New Facilities and Improvements		
New Corridors	$3,672	
Widening of Existing Facilities: General Purpose and HOV Lanes	$4,436	
New Interchanges and New HOV Ramps on Existing Facilities	$ 334	
Maintenance, Operations, Mitigation and Systemwide Programs	$ 983	
Other Projects	$ 64	
TOTAL EXPENDITURES		**$ 9,489**
BALANCE (FUNDING MINUS EXPENDITURES, 2006 $'s)		**$ 224**

ADOT Freeway/Highway Life Cycle Program

While MAG is responsible under federal and state law for developing the RTP, the Arizona Department of Transportation (ADOT) is responsible for implementation, which includes design, right-of-way acquisition, and the construction of freeways and other state routes as specified in the Plan. This also includes design and construction of noise walls, other community mitigation measures and the maintenance of all freeway facilities. In order to implement the projects in the RTP, ADOT maintains a Freeway/Highway Life Cycle Program. The Life Cycle Program covers FY 2007 through FY 2026 and meets the requirements of state legislation calling for a budget process to ensure that the estimated cost of programmed freeway/highway improvements does not exceed the total amount of revenues available for those improvements.

The ADOT Freeway/Highway Life Cycle Program started on July 1, 2005, which is the beginning of fiscal year 2006. It will receive major funding from the Proposition 400 half-cent sales tax extension, as well as a significant amount of funding from state and federal revenue sources. The half-cent

sales tax extension starts on January 1, 2006, and revenues from the tax will be available beginning in March of 2006.

Inclusion of Life Cycle Program in RTP

The ADOT Freeway/Highway Life Cycle Program is being included in the RTP to facilitate progress monitoring, as well as the decision-making process regarding priorities and project scope adjustments. All projects in the ADOT Freeway/Highway Life Cycle Program are consistent with the project concepts and priorities originally identified in the MAG RTP.

When the MAG RTP was initially compiled and adopted in 2003, all projects contained within the Freeway/Highway Element were identified by their phase of anticipated funding. The planning period covered by the MAG RTP was divided into four phases, with all Fiscal Years (FY) ending on June 30th of the year indicated. The four phases were as follows: Phase I - FY 2005 through FY 2010; Phase II - FY 2011 through FY 2015; Phase III - FY 2016 through FY 2020; and Phase IV – FY 2021 through FY 2026.

Since the ADOT Freeway/Highway Life Cycle Program identifies project funding by year, inclusion of the Program in the RTP will replace the original project phasing designations. In addition, the project costs and funding levels identified in the Life Cycle Program will replace those originally contained in the RTP.

Life Cycle Program Project Listing

The ADOT Freeway/Highway Life Cycle Program included in the RTP covers the period from FY 2007 through FY 2026, and identifies individual projects by the fiscal year in which the project is funded, as well as the amount of funding allocated for that year. Funding for all project activities is identified, and includes design, right-of-way acquisition, construction, landscaping and litter maintenance. In addition, funding allocations for system-wide functions such as preliminary engineering and property management are identified on an annual basis. Projects are further defined as to facility type, route and project limits.

Appendix A includes the complete project listing for the ADOT Freeway/Highway Life Cycle Program.

CHAPTER SEVEN

STREETS

The arterial street grid system is a vital component of the regional transportation system in the MAG Region, and is a key element of the Regional Transportation Plan (RTP). This system provides the region with a high level of accessibility and mobility, complementing the regional freeway system and serving automobile traffic, transit, bicycle and pedestrian traffic. The arterial system carries - and will continue to carry - approximately half of the total vehicle-miles-traveled in the region. The RTP provides regional funding for widening existing streets, improving intersections, and constructing new arterial segments. The continued implementation of Intelligent Transportation Systems (ITS) and dust control measures, for air quality purposes, is also funded. While MAG is responsible for developing the RTP, local jurisdictions are primarily responsible for design, right-of-way acquisition, and construction of arterial facilities as identified within the plan. Local jurisdictions are also responsible for the maintenance of these facilities.

Planned Arterial Facilities and Improvements

The arterial street system is addressed in three ways within the MAG RTP. First, the long-range, regional, or "one-mile arterial grid system" that provides for access to existing and newly developing areas as identified in the RTP. This network is constructed through a combination of privately supported and local government funded projects. Improvements to the system are staged to parallel new development. Second, a specific package of improvements to the arterial network has been identified as part of the RTP and is funded with regional revenues. This package of projects provides for the construction of new arterial linkages, widening of existing streets, improvement of intersections, and ITS programs. Third, dust control measures, which focus on street sweeping and the paving of unpaved roads, are specifically noted. This program area covers key aspects of the regional effort to control particulate emissions.

One-Mile Arterial Grid System

Figure 7-1 presents the future arterial network in the MAG Region. It was developed through ongoing consultation with local agencies regarding their plans, and sub-regional studies conducted by MAG. The future arterial network extends the current one-mile arterial grid system concurrent with new development, and also closes gaps and improves connectivity in both developed and developing areas. Other arterials will receive major capacity improvements.

It is anticipated that the overall arterial street network will expand by a combination of new roadway construction on the one-mile arterial grid system, where feasible; by the paving of dirt roads on the one-mile arterial grid system; and by widening existing arterial streets. In some areas, natural features, such as mountains and areas of steep terrain, will preclude the extension of the one-mile arterial grid system. Examples of topographical constraints can be found in the northwest region of the MAG urbanized area.

Based on historical trends, it is anticipated that a major portion of the new street construction, which accompanies new development, will continue to be funded from private sources. Similarly, it is anticipated that street widening will continue to be funded primarily from public sources.

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Fig. 7-1

REGIONAL TRANSPORTATION PLAN

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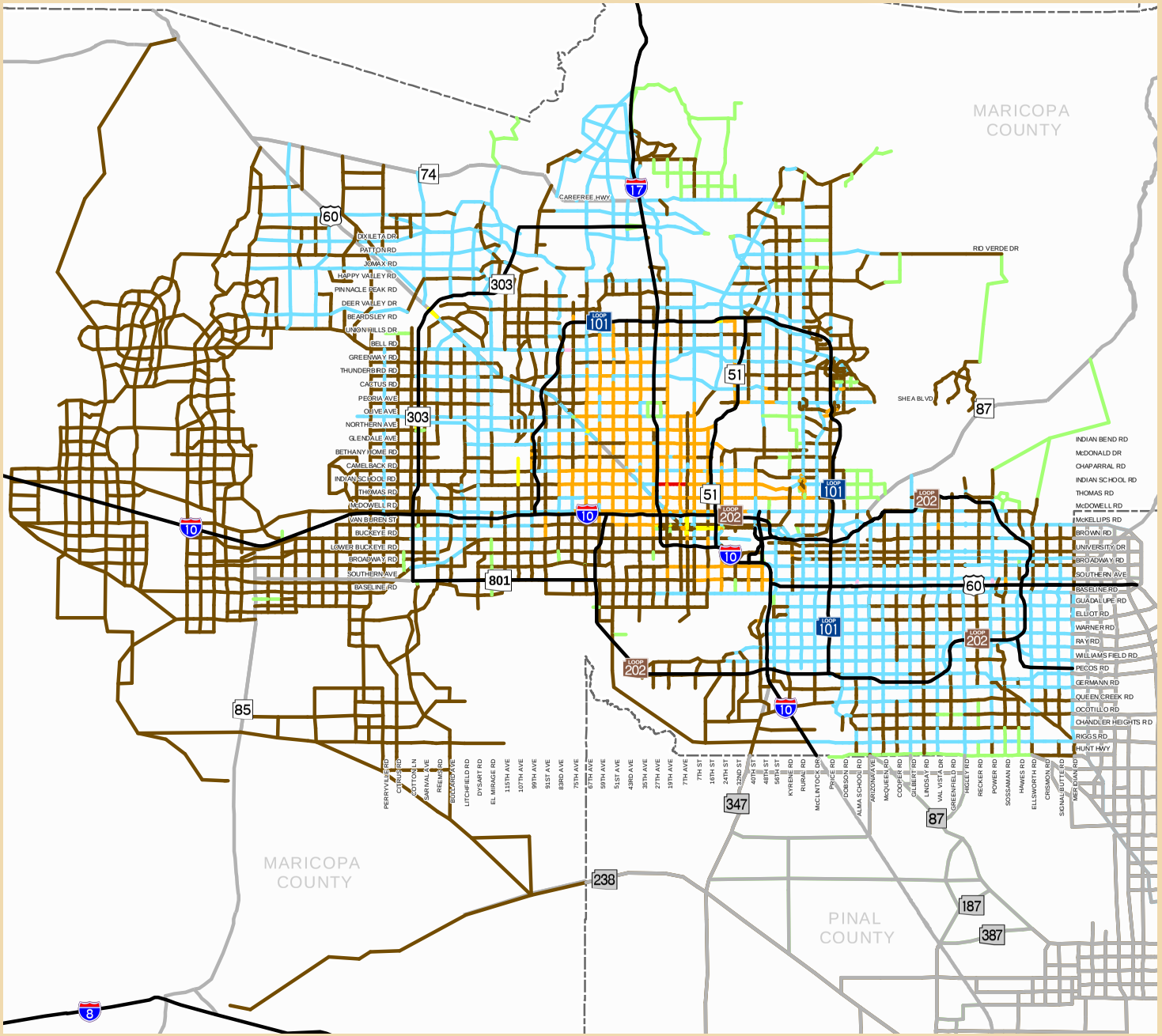
Future Arterial Network
Total Through Lanes



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Miles
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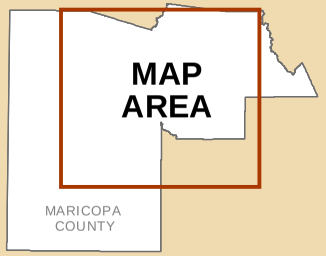
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- County Boundary
- Freeways
- Other Roads

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.



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Regionally Funded Improvements

The MAG RTP provides regional funding for widening existing streets, improving intersections, and constructing new arterial segments. The implementation of projects in the regional ITS Plan is also included. Figure 7-2 highlights the improvements planned as part of this package. The projects included in the major program categories are described below.

- **Arterial Capacity/Intersection Improvements -** A total of 94 projects originally identified in the RTP are covered in this category. As the engineering process proceeds, the specific type of improvements will be defined, and detailed designs will be prepared. These improvements will vary in nature, including the widening of existing arterial streets, such as the series of improvements called for in the East Valley; the major upgrading of facilities, such as the development of a parkway along Northern Avenue in the West Valley; and construction of new facilities on new alignments, such as the Rio Salado Parkway in southwest Phoenix. Also, improvements at individual intersections will be addressed in this category.
- **Intelligent Transportation Systems (ITS) -** The RTP allocates funding to assist in the implementation of projects identified in the regional ITS Plan. These projects smooth traffic flow and help the transportation system to operate more efficiently. The focus of the arterial ITS program is to assist MAG member agencies to develop their arterial traffic management systems to better address needs.

Dust Control Measures

The RTP incorporates funding for measures to reduce PM-10 emissions generated by vehicle travel. From FY 2001 to FY 2006, $13.8 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds were committed to purchase 98 PM-10 certified sweepers. An additional $5.97 million in CMAQ funding is programmed to purchase 48 additional PM-10 certified sweepers in the FY 2007 to FY 2011 MAG Transportation Improvement Program (TIP). After FY 2007, it is anticipated that local governments will continue to purchase PM-10 certified sweepers to replace older broom sweepers, expand the area swept, and increase the frequency of sweeping. The RTP assumes that eight PM-10 sweepers will be acquired during each year from FY 2008 to FY 2010. After FY 2010, it is assumed that five additional PM-10 certified units will be purchased each year to increase the frequency of sweeping, in an effort to clean new streets in developing areas of the rapidly-growing region.

In the RTP, the paving of dirt roads by local jurisdictions reflects a continuation of current commitments to reduce fugitive dust on unpaved roads with high traffic volumes; eliminate dirt roads in areas of new development; and to pave dirt alleys, shoulders, and access points. Consistent with past trends, the RTP assumes that 10 centerline miles of high Average Daily Traffic (ADT) unpaved roads will continue to be paved each year.

The funding and expenditures for purchasing PM-10 certified street sweepers and paving dirt roads after FY 2007 are reflected in the FY 2007 to FY 2026 Arterial Funding Estimates. Long-term implementation of these dust control measures will be financed with the resources shown in Table 7-1.

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Fig. 7-2

REGIONAL TRANSPORTATION PLAN

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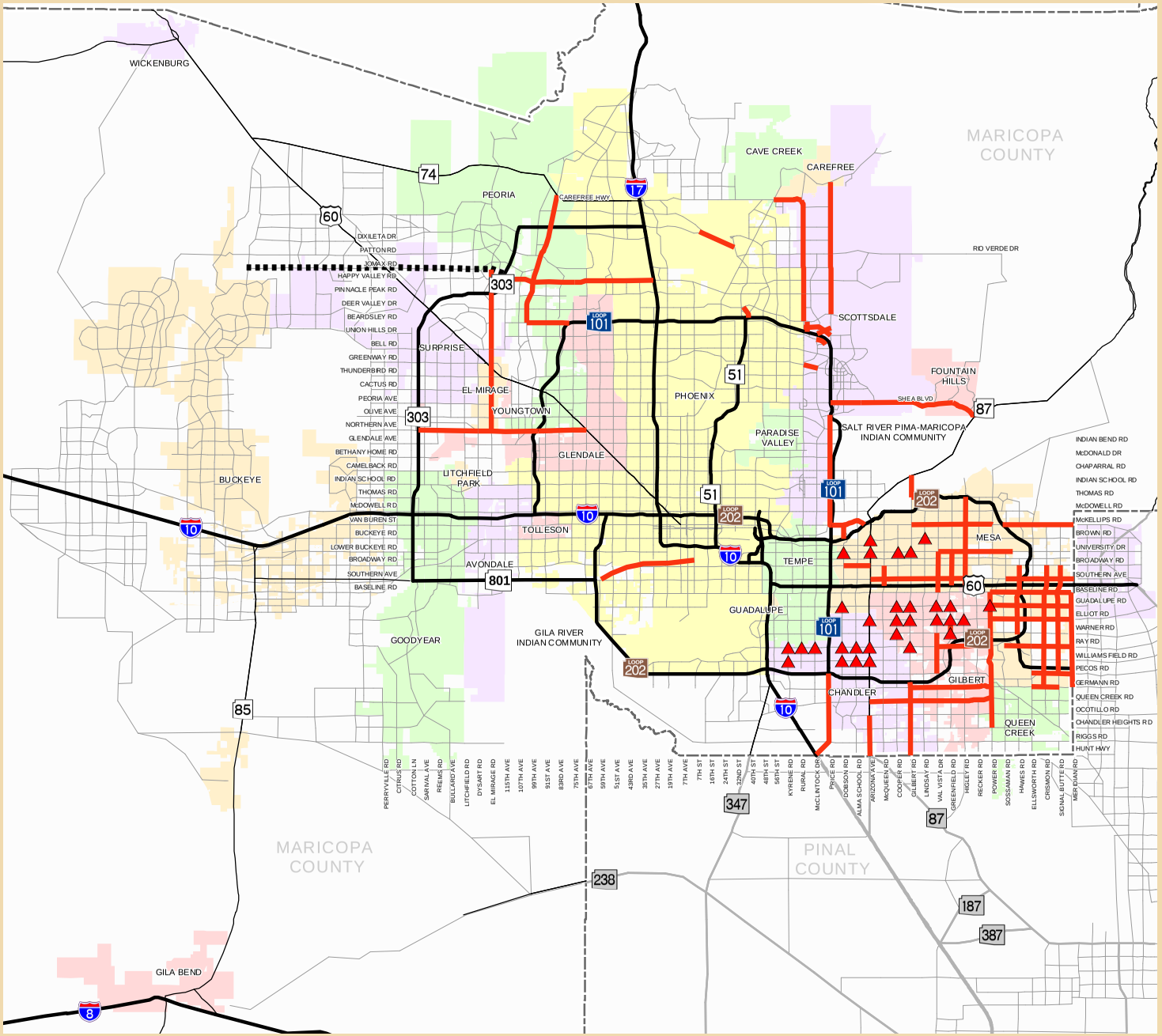
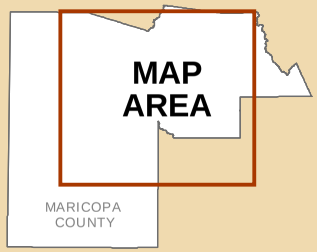


New/Improved Arterials

- Improved Intersections
- New/Improved Arterials
- Right of Way Preservation
- County Boundary
- Freeways
- Highways
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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Funding Summary

Table 7-1 has been prepared in order to provide a summary of the funding scenario for the

Table 7-1: Arterial Funding Plan, FY 2007 through 2026 (Millions)

FUNDING AND EXPENDITURES		TOTAL
FUNDING (Year of Expenditure $'s)		
Regional		
MAG Half-Cent Extension	1,476	
MAG Federal CMAQ (Arterial Street Improvements)	151	
MAG Federal CMAQ (PM-10 and other Air Quality Programs)	165	
MAG Federal STP	947	
Total Regional Funding		**$ 2,738**
Local / Other		
City/County Highway User Revenue Funds	11,220	
Local Sources (General Fund, Local Sales Taxes, etc.)	1,354	
Private Funding (Development Impact Fees, Developer Contributions, etc.)	9,850	
Total Local / Other Funding		**$22,425**
Bond Proceeds (regional funding)		**$ 350**
Less Allowance for Debt Service and Inflation		
Debt Service	565	
Inflation	6,774	
Total Allowances		**$ 7,339**
TOTAL FUNDING (2006 $'s)		**$18,174**
EXPENDITURES (2006 $'s)		
Regionally Funded		
Capacity/Intersection Improvements	1,572	
Intelligent Transportation Systems	56	
PM-10 and other Air Quality Programs	120	
Total Regionally Funded Expenditures		**$ 1,748**
Locally / Other Funded		
Match for Regionally Funded Projects	1,237	
Planned Arterial Street Widenings & Improvements	6,905	
Operations and Maintenance	8,274	
Total Locally / Other Funded Expenditures		**$16,416**
TOTAL EXPENDITURES		**$18,164**
BALANCE (FUNDING MINUS EXPENDITURES, 2006 $'S)		**$ 10**

streets element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between the funds that are available and the potential expenditures indicates that the arterial element of the RTP can be accomplished by using reasonably available funding sources over the planning period.

MAG Arterial Street Life Cycle Program

The Arterial Street Life Cycle Program is maintained by the Maricopa Association of Governments (MAG) and implements arterial street projects in the MAG RTP that are funded from regional revenue sources. The Program meets the requirements of state legislation calling on MAG to conduct a budget process to ensure that the estimated cost of programmed arterial street improvements does not exceed the total amount of revenues available for these improvements. The Program started on July 1, 2005, which is the beginning of Fiscal Year 2006.

The Arterial Street Life Cycle Program covers the period through FY 2026 and provides MAG with a management tool to administer regional funding for arterial street improvements. The Program will receive major funding from both the Proposition 400 half-cent sales tax extension and federal highway programs. The half-cent sales tax extension starts on January 1, 2006, and revenues from the tax will be available beginning in March of 2006. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies that provide funding to match regional revenues.

The Arterial Street Program is based on the principle of project budget caps. Under this approach, the regional funding allocated to a specific project is fixed (on an inflation adjusted basis) in the RTP. This amount must be matched by the implementing agency with a minimum 30 percent contribution to the project costs. Any costs above fixed project amounts as specified in the RTP are the responsibility of the implementing agency.

Inclusion of Life Cycle Program in RTP

The Arterial Life Cycle Program is being included in the RTP to facilitate progress monitoring, as well as the decision-making process regarding priorities and projects scope adjustments. All projects in the Arterial Life Cycle Program are consistent with the project concepts and priorities originally identified in the MAG RTP. On June 29, 2005, MAG adopted a set of Arterial Life Cycle Program Policies and Procedures to help guide the administration of the Arterial Street Program. On October 26, 2005, a twenty-year program of projects for the Arterial Life Cycle Program was adopted by MAG.

When the MAG RTP was initially compiled and adopted in 2003, all projects contained within the Arterial Street Element were identified by their phase of anticipated funding. The planning period covered by the MAG RTP was divided into four phases, with all Fiscal years ending on June 30th of the year indicated. The four phases were as follows: Phase I - FY 2005 through FY 2010; Phase II - FY 2011 through FY 2015; Phase III - FY 2016 through FY 2020; and Phase IV - FY2021 through FY 2026.

Since the Arterial Life Cycle Program identifies project funding by year, inclusion of the Program in the RTP will replace the original project phasing designations. In addition, the project costs and

funding levels identified in the Arterial Life Cycle Program will replace those originally contained in the RTP.

Arterial Life Cycle Program Project Listing

The Arterial Street Life Cycle Program included in the RTP covers the period from FY 2007 through FY 2026 and lists individual projects by the fiscal year in which the project is funded, as well as by the amount of funding allocated for that year. Funding for all project activities is identified, including design, right-of-way acquisition, and construction. Projects are further defined as to facility type, street and project limits.

It should be noted that the funding for construction of arterial improvements is spread throughout the period covered by the Arterial Life Cycle Program. However, to respond to local priorities and development issues, in certain cases local governments are planning to construct projects sooner in the program period than originally scheduled in the RTP. In these cases, the implementing agency will be reimbursed according to the original arterial street program schedule as identified in the MAG RTP adopted in November 2003, even though the construction takes place earlier. For those cases in which a project is deferred, no reimbursement occurs until work is completed.

Appendix B includes the complete project listing for the Arterial Street Life Cycle Program.

CHAPTER EIGHT

TRANSIT

In 1985, the Arizona Legislature passed legislation authorizing the creation of the Regional Public Transportation Authority (RPTA). The passage of a sales tax for transportation in October of 1985 provided the RPTA with a modest amount of regional funding (approximately two percent of the annual revenues raised by the new sales tax) to underwrite transit services within the county. Since 1985, the MAG Region has experienced phenomenal growth that has placed additional demands on its roads and public transportation services. With the passage of Proposition 400 in November 2004, approximately one-third of the regional half-cent sales tax for transportation will be devoted to mass transit. The Regional Transportation Plan (RTP) reflects this significant increase in funding, with transit plans and programs providing for expanded regional bus service and new light rail transit facilities.

Planned Transit Facilities and Service Improvements

The RTP provides for a range of transit facilities and services throughout the region. In total, about 32 percent of regional funding is allocated to projects in the transit element. As part of the RTP, a regional bus network is funded; including operating costs, to ensure that reliable service is available on a continuing basis. In addition, light rail corridors are constructed to provide a high-capacity backbone for the transit network. Other transit services are included to provide a full range of options, such as paratransit and rural transit service. In addition to the regionally funded elements, local bus services will be funded by individual jurisdictions to supplement regional services.

Bus Service Network in the MAG Region

Fixed route bus service in the MAG Region represents an increasingly important component of the regional transportation network. These services operate primarily on arterial streets and serve a range of trip needs, including work, shopping, medical appointments and school trips. The service design emphasis is on area coverage, so that the maximum possible population can access the bus network. Service levels on particular routes are dictated by the demand for transit along those routes, as well as by availability of funding. Routes typically operate all day, seven days a week, in some cases with higher levels of service during peak travel hours. Express services are oriented around peak periods of demand. Figure 8-1 depicts future fixed route bus service coverage in the MAG Region. This includes the regionally funded services that are described below, including bus rapid transit/express, regional grid system, and rural routes, as well as locally funded service.

Bus Operations: Bus Rapid Transit (BRT)/Express

Regional BRT/Express transit services are comprised of Arterial BRT and Freeway BRT/Express routes. Arterial BRT routes are intended to operate as overlays on corridors served by local fixed route service, but provide higher speed services by operating with limited stops and with other enhancements, such as bus only lanes, queue-jumpers or signal priority systems. The proposed Arterial BRT routes as identified in the RTP are intended to operate during peak and off-peak periods. In addition to Arterial BRT routes, the RTP also includes Freeway BRT/Express routes,

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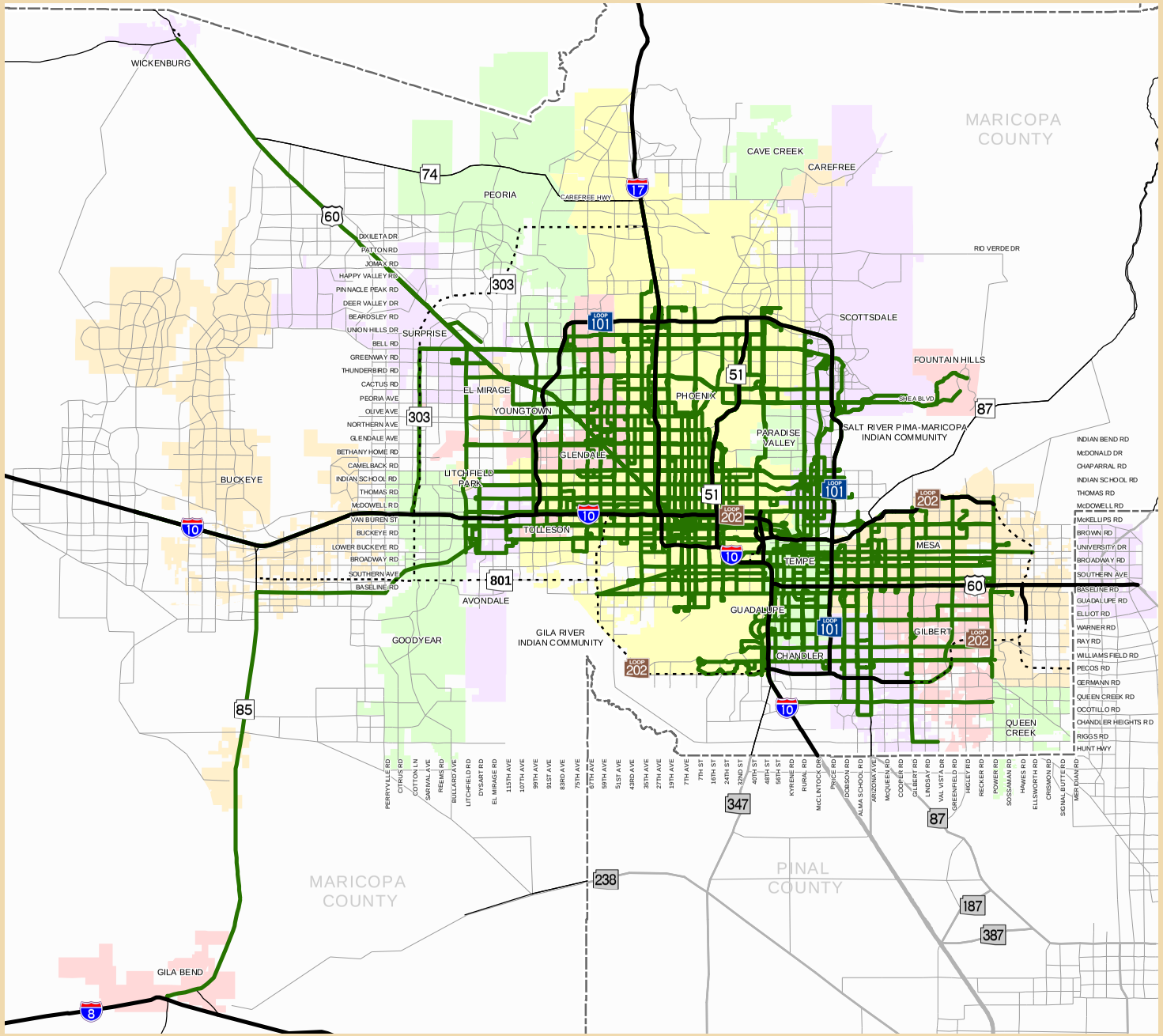
Fig. 8-1

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

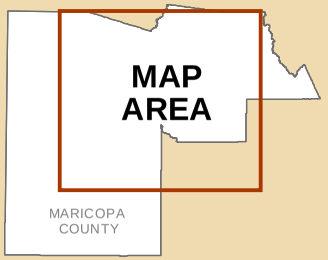
Future Fixed Route Bus Network



- Bus Network
- County Boundary
- Existing Freeway
- Planned Freeway/Highway
- Highways
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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which use existing and proposed high occupancy vehicle (HOV) facilities to connect park-and-ride lots with major activity centers, including core downtown areas. Freeway routes provide suburb-to-suburb, as well as suburb to central city connections using the regional freeway system and intermediate stops. Regional funding has been allocated for Bus Rapid Transit (BRT)/Express operations throughout the RTP planning period. This represents approximately three percent of the total regional funding budget allocated for transit. There are a total of 31 Bus Rapid Transit (BRT)/Express routes identified for funding. Figure 8-2 depicts the Regional BRT/Express transit services that will be regionally funded.

Bus Operations: Regional Grid

Regional Grid bus routes, which are also commonly referred to as "Supergrid Routes," include bus routes that are situated along major roads on the regional arterial grid network. The supergrid addresses the need for a consistent level of service across all served jurisdictions. Regional funding of bus operations along the arterial grid network ensures a degree of consistency in service levels across jurisdictions, which may not otherwise be possible due to varying funding limitations at the local level. Regional funding has been allocated for bus operations on the Regional Grid throughout the RTP planning period. This represents approximately 17 percent of the total regional funding budget allocated for transit. There are a total of 32 Regional Grid routes identified for funding. It should be noted that regionally funded bus routes will be phased in over the 20 year program to allow for the acquisition of transit fleet and the construction of supporting infrastructure (i.e. operations and maintenance facilities, passenger facilities, road improvements, etc.) Figure 8-3 depicts the Regional Grid transit services that will be regionally funded.

Bus Operations: Other

In addition to the BRT/Express and Regional Grid services, regional funding for operating costs for the period FY 2007 through FY 2026 has been allocated to other bus services. These services include rural/flexible routes, commuter vanpools and paratransit services.

Bus Capital: Facilities

Associated with the expansion of transit service will be the need for additional maintenance and passenger facilities. The identification of specific locations that will host these facilities will occur as the result of ongoing capital planning efforts. These efforts will include the identification and evaluation of potential sites for transit passenger and maintenance facilities. This process will guide the selection of sites, and will be done in cooperation with the host communities, which will include public outreach efforts to identify and address the concerns of affected neighborhoods, institutions, and commercial users.

Bus Capital: Fleet

Over the duration of the planning horizon, the RTP calls for the purchase of 2,138 buses for fixed route networks; 36 buses for rural routes; 1,000 Dial-a-Ride (DAR) vans for paratransit purposes; and 1,404 vanpool vans. These procurements reflect both replacement and expansion vehicles.

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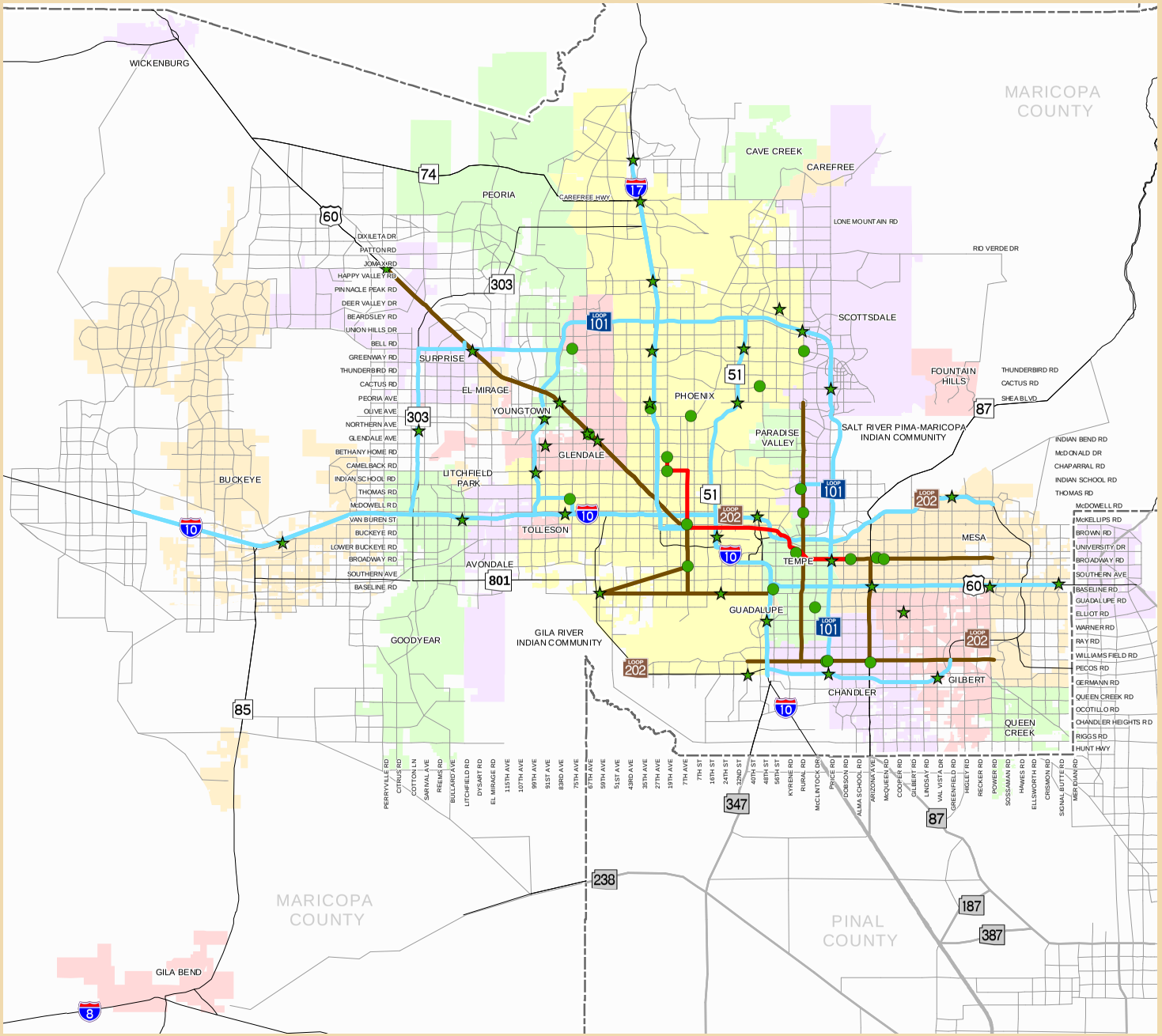
Regional Transportation Plan

Fig. 8-2

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

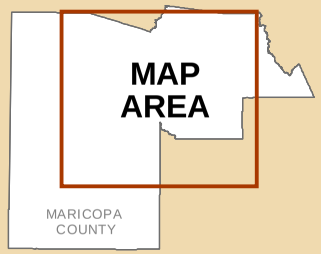
Bus Rapid Transit (BRT)



- Approved Minimum Operating Segment
- Arterial BRT Routes
- Freeway BRT Routes
- Planned or Existing Park-and-Rides
- Planned or Existing Transit Centers
- County Boundary
- Freeways/Highways
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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Draft 2006 Update

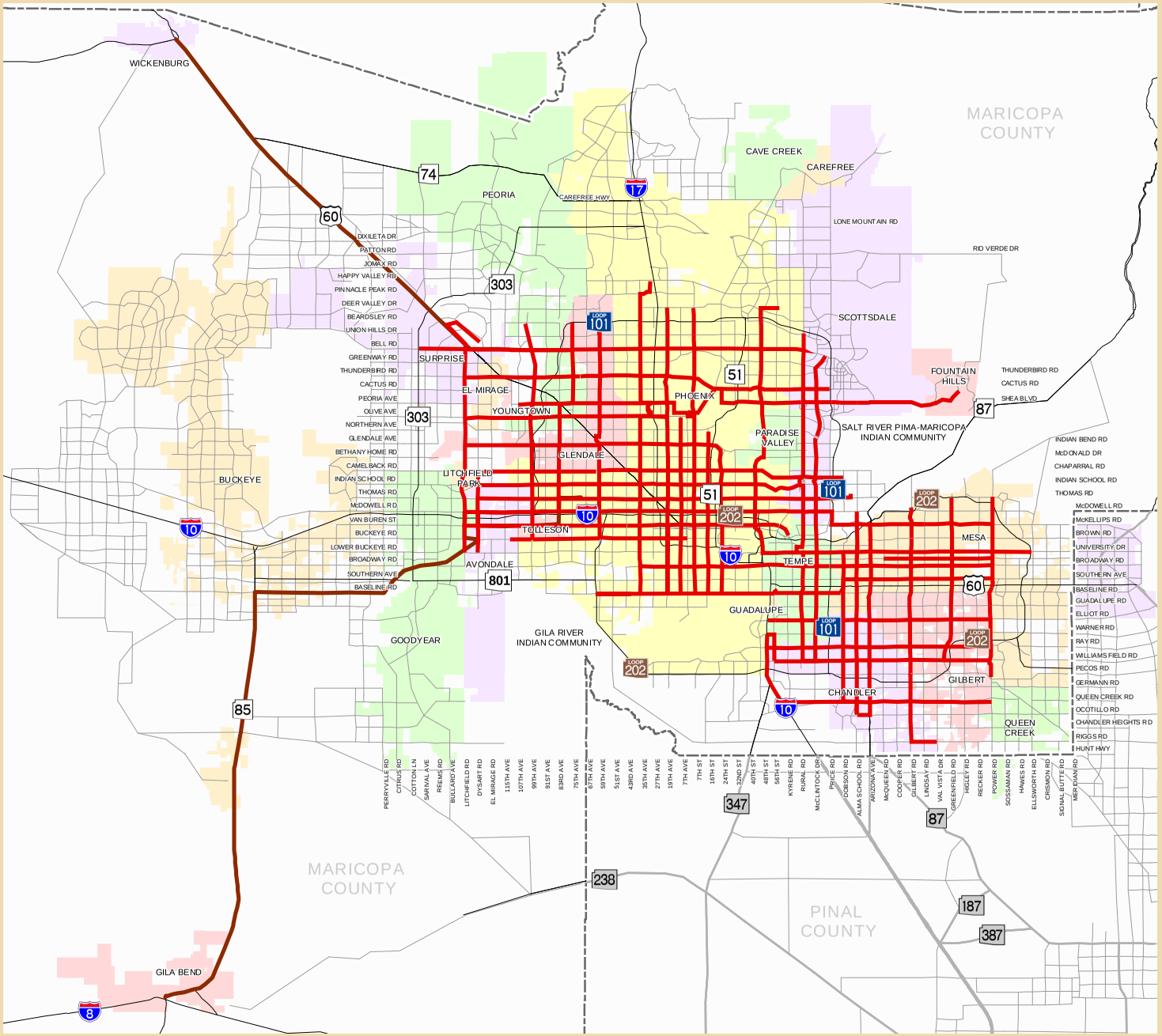
Regional Transportation Plan

Fig. 8-3

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

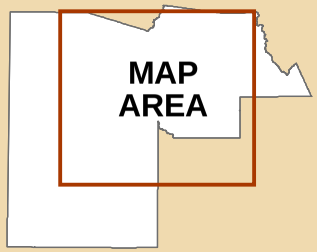
Super Grid Bus System



- Regional Grid Routes
- New Rural Routes
- County Boundary
- Freeways/Highways
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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Light Rail Transit: Minimum Operating Segment

The approved alignment for the Light Rail Transit (LRT) Minimum Operating Segment (MOS) starter segment extends from Bethany Home Road and 19th Avenue into downtown Phoenix; from downtown Phoenix to downtown Tempe and Arizona State University; and continuing to the intersection of Main Street and Sycamore in Mesa. The MOS will be completed by December 2008 and service will be initiated through a single opening of the entire system at that time. The MOS will operate primarily at-grade on city streets. The LRT system will have two tracks, with light rail vehicles running in trains from one to three cars. Important elements of the light rail plan include provisions for park-and-ride lots at the end of rail lines and signal priority strategies to improve speed. Stations are generally located about a mile apart, but closer (1/2 mile apart) in urban centers. Shuttle buses and an improved fixed route network also play an important role in the light rail system. Half-cent sales tax money from Proposition 400 will not be utilized to pay for route construction of the MOS, but is rather allocated toward certain elements of the support infrastructure.

Light Rail Transit: Support Infrastructure

The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT system. This includes infrastructure along the LRT MOS; infrastructure needs on the Northwest Extension, from 19th Avenue/Bethany Home to 25th Avenue/Mountain View Road; infrastructure needs on the Glendale Extension from 19th Avenue/Bethany Home to Downtown Glendale; and other improvements throughout the future LRT system.

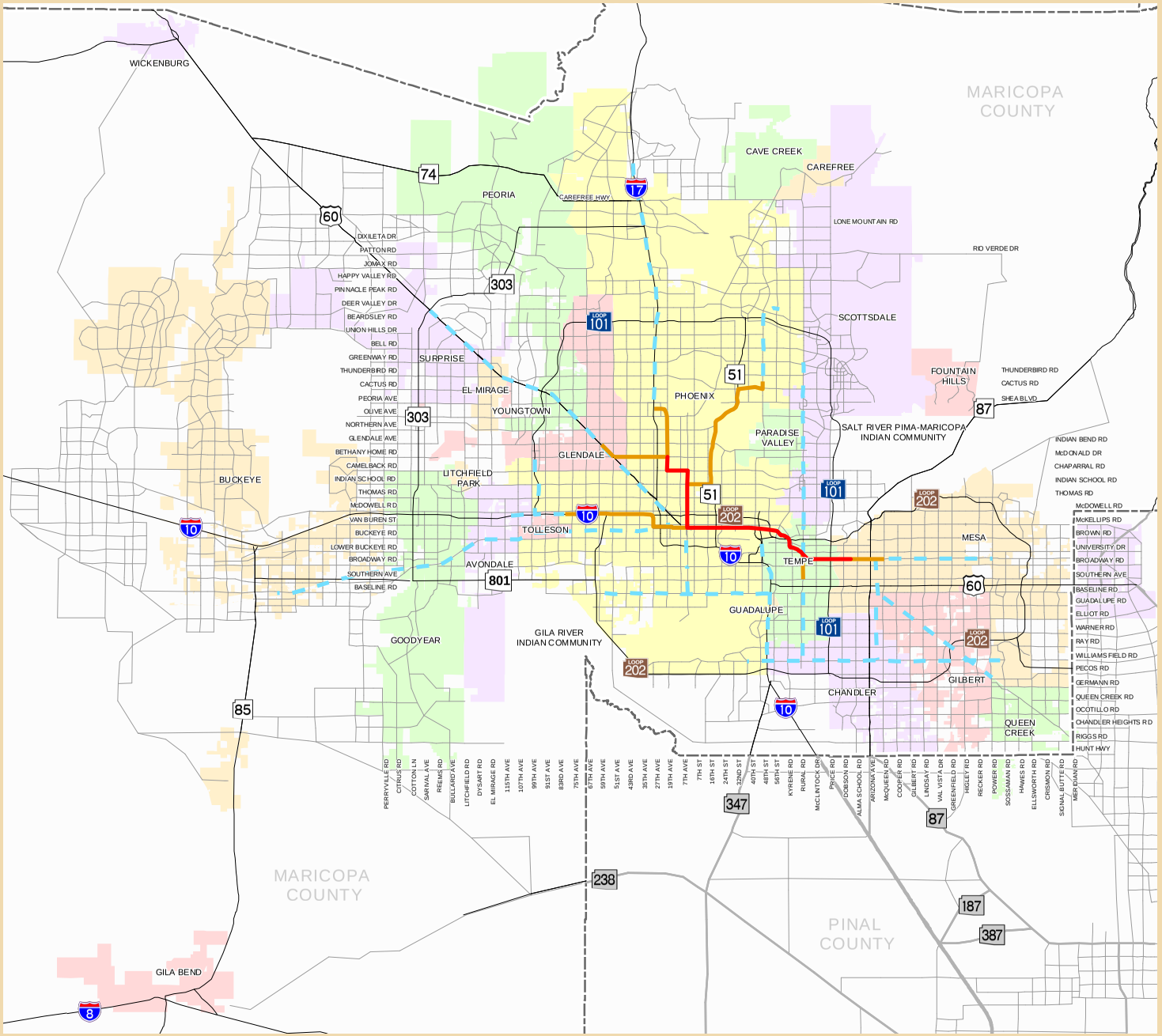
Light Rail Transit: Route Extensions

The RTP includes regional funding for the completion of six additional LRT segments on the system. These include a five-mile extension to the Rose Mofford Sports Complex (Northwest Extension); a five-mile extension to downtown Glendale (Glendale Extension); an 11-mile extension along I-10 west to 79th Avenue (I-10 West Extension); a 12-mile extension to Paradise Valley Mall (Northeast Phoenix Extension); a two-mile extension south of the MOS on Rural Road to Southern Avenue (Tempe South Extension); and a 2.7-mile extension from the east terminus of the MOS to Mesa Drive (Central Mesa Extension). In total, the extensions account for a total of 37.7 miles of the 57.7-mile system. Figure 8-4 depicts the full LRT system envisioned for the region.

It should also be noted that local sources will provide a significant share of the funding for the Glendale Extension and the Northwest Extension. For these segments, regional funding in the form of Federal 5309 funds will provide approximately half of the funding, with local sources providing the remaining half. Other than the funding for support infrastructure as previously identified, it is not anticipated that half-cent funds will be applied to these segments.

Commuter Rail

The MAG High Capacity Transit Study identified over 129 miles of potential commuter rail corridors in the region. The RTP recognizes that these corridors may potentially serve a vital function in addressing future travel needs in the region, especially as continuing land development limits opportunities for developing entirely new high capacity corridors. Depending on future



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Regional Transportation Plan

Fig. 8-4

REGIONAL TRANSPORTATION PLAN

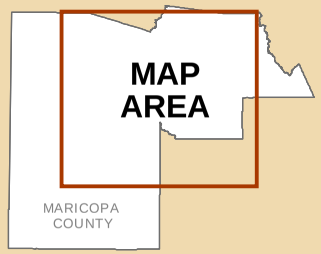
MARICOPA ASSOCIATION of GOVERNMENTS

Light Rail Transit (LRT)/ High Capacity Transit

- Approved Minimum Operating Segment
- Light Rail/High Capacity Corridor Extensions
- Eligible High Capacity Corridors
- County Boundary
- Freeways/Highways
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

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development patterns, population densities sufficient to warrant investment in commuter rail may not occur within the 2026-planning horizon of the RTP. However, since population expansion could occur at a higher rate than currently projected, it will be important to maintain all modal options in the region, and the RTP allocates $5.0 million to corridor studies during the planning period for continuing development of commuter rail concepts for the region.

Funding Summary

Table 8-1 has been prepared to provide a summary of the funding picture for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. This includes farebox revenues, as well as operating and capital costs. The balance between funds available and used indicates that the transit element can be accomplished within reasonably available funding sources over the planning period.

RPTA Transit Life Cycle Program

The Transit Life Cycle Program is maintained by RPTA/Valley Metro and implements the transit projects in the MAG RTP. The Program meets the requirements of state legislation, which calls on the RPTA to conduct a budget process ensuring that the estimated cost of the Regional Public Transportation System does not exceed the total amount of revenues expected to be available. This includes expenses such as bus purchases and operating costs, maintenance facilities, park-and-ride lot construction, light rail construction and other transit projects. The Program started on July 1, 2005, which is the beginning of fiscal year 2006.

Although the RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, Valley Metro Rail, Inc., a public nonprofit corporation, was created to form an alliance among the cities of Phoenix, Tempe, Mesa and Glendale to implement the LRT system. Valley Metro Rail Inc. is responsible for overseeing the design, construction and operation of the light rail starter segment, as well as future corridor extensions to the system.

The Transit Life Cycle Program will receive major funding from the Proposition 400 half-cent sales tax extension, as well as federal transit funds and local sources. The half-cent sales tax extension starts on January 1, 2006, and revenues from the tax will be available beginning in March 2006. The RPTA maintains responsibility for administering half-cent revenues deposited in the Public Transportation Fund (ARS 48-5103) for use on transit projects, including Light Rail Transit (LRT) projects as identified in the MAG RTP. The RPTA Board must separately account for monies allocated to light rail transit, capital costs, and operation and maintenance costs for other transit.

Inclusion of the Life Cycle Program in the MAG RTP

The RPTA Transit Life Cycle Program is being included in the RTP to facilitate progress monitoring, as well as the decision-making process regarding priorities and project scope adjustments. All projects in The RPTA Transit Life Cycle Program are consistent with the project concepts and priorities originally identified in the MAG RTP. When the MAG RTP was initially compiled and adopted in 2003, all projects contained within the Transit Element were identified by

Table 8-1: Transit Funding Plan - FY 2007 through FY 2026 (Millions)

FUNDING AND EXPENDITURES		TOTAL
FUNDING (Year of Expenditure $'s)		
Regional		
MAG Half-Cent Extension	4682	
Federal Transit (Section 5307)	1541	
Federal Transit (Section 5309)	1582	
MAG Federal CMAQ	405	
Total Regional Funding		**$ 8,209**
Local / Other		
Federal Bus (Section 5307)	145	
Federal Light Rail Transit & Bus (Section 5309)	404	
Fixed Route Bus Fares	1876	
BRT Freeway and Express Fares	89	
Rural Transit Fares	1	
Light Rail Transit Fares	659	
Paratransit Vehicle Fares	45	
Vanpool Fares	187	
Local General Funds	809	
Local Sales Tax	5457	
Local Funds Provided for Rail Capital	966	
LTAF	221	
Total Local / Other Funding		**$10,857**
Bond Proceeds	305	**$ 305**
Less Allowance for Debt Service and Inflation		
Debt Service	376	
Inflation	4997	
Total Allowances		**$ 5,374**
TOTAL FUNDING (2006 $'s)		**$13,997**
EXPENDITURES (2006 $'s)		
Regionally Funded		
Capital		
Regional Bus Fleet	880	
Bus Maintenance and Passenger Facilities	539	
Light Rail Transit (LRT) Regional Infrastructure for MOS & Extensions	388	
Light Rail Transit- Additional Miles	2500	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	67	
Vanpool	46	
Rural/Non-Fixed Route Transit	2	
Total Capital	4422	
Operating		
Regional Bus Service	1232	
Light Rail Transit	0	
Paratransit (ADA-compliant)	230	
Vanpool	0	
Rural/Non-Fixed Route Transit	12	
Total Operating	1473	
Total Regionally Funded Expenditures		**$ 5,896**
Locally / Other Funded		
Capital		
Fixed Route Buses (Local and Express)	1059	
Paratransit Vehicles	20	
Light Rail	691	
Operating Support	273	
Vanpool Program	0	
Park & Ride Lots and Bus Pullouts	115	
Transit Stations, Centers and Stops	8	
Maintenance Facilities	0	
Other Capital Support		
Total Capital	2165	
Operating Costs		
Supergrid	348	
Freeway Bus Rapid Transit (BRT) and Express Bus	115	
Arterial BRT	0	
Paratransit	124	
Rural Routes	0	
Light Rail	1047	
Local	4031	
Planning	144	
Travel Demand Management and Vanpool Program	129	
Total Operating	5936	
Total Locally/Other Funded Expenditures		**$ 8,102**
TOTAL EXPENDITURES (2006 $'s)		**$13,997**
BALANCE (FUNDING MINUS EXPENDITURES, 2006 $'s)		**$ 0**

their phase of anticipated funding. The planning period covered by the MAG RTP was divided into four phases, with all fiscal years ending on June 30th of the year indicated. The four phases were as follows: Phase I - FY 2005 through FY 2010; Phase II - FY 2011 through FY 2015; Phase III - FY 2016 through FY 2020; and Phase IV - FY 2021 through FY 2026.

Since the RPTA Transit Life Cycle Program identifies project funding by year, inclusion of the Program in the RTP will replace the original project phasing designations. In addition, the project costs and funding levels identified in the Life Cycle Program will replace those originally contained in the RTP.

Life Cycle Program Project Listing

The RPTA Transit Life Cycle Program covers the period FY 2007 through FY 2026 and lists individual projects by the fiscal year in which the project is funded, as well as the amount of funding allocated for that year. In addition, funding allocations for system-wide functions are identified on an annual basis. Projects are further defined as to facility type, route and project limits.

Appendix C includes the complete project listing for the RPTA Transit Life Cycle Program.

CHAPTER NINE

AIRPORTS

Airline aircraft activity at Phoenix Sky Harbor International Airport has increased from 295,000 operations in 1960 to 550,000 operations in 2005, which represents an increase of approximately 86% over a period of 25 years. In 2005, Phoenix Sky Harbor was estimated to have more than 40 million passengers. By 2025, it is projected that the total number of air passengers served at Sky Harbor will range from 56 to 72 million passengers. The number of general aviation-based aircraft in Maricopa County has increased by more than 500 percent between 1960 and 2000. However, based aircraft are projected to increase at a slower rate over the next 20 years. It is anticipated that there will be approximately 7,300 based aircraft by 2025.

Regional Airport Plans

The Maricopa Association of Governments (MAG) is the officially designated agency for regional aviation system planning in the Maricopa County area. The first MAG Regional Aviation System Plan (RASP) was developed in 1979, with subsequent updates to the plan occurring in 1986 and 1993. In December of 1996, the MAG Regional Council approved a MAG RASP Implementation Study to facilitate with the long-term implementation of the RASP. In 2000, MAG initiated an update of its RASP. A selected future scenario was identified in 2005, which will be forwarded to the Federal Aviation Administration (FAA) for detailed airspace analysis. A summary of the selected scenario is described below.

2000 MAG RASP Update

The 2000 MAG RASP Update evaluated the long-term air transportation needs in the region, and identified a future scenario that contained improvements to accommodate future demand based on forecasts prepared in 2002. A map of the airports included in the RASP are identified in 9-1. The map classifies airports by commercial service, military, general aviation reliever and general aviation categories. In addition to the projects incorporated into the RASP from the ADOT five-year program and from long-range airport master plans, the key airside capacity enhancements that are included in the selected future scenario include:

- New runways at Phoenix Deer Valley, Phoenix-Goodyear and Phoenix Sky Harbor airports.
- Runway extensions at Buckeye, Chandler and Phoenix Sky Harbor.
- Runway restoration at Memorial Airfield.
- Instrument approaches at several general aviation airports.
- Technological enhancements in air traffic control.

These improvements are to be subjected to a detailed airspace analysis prior to formal approval of the Plan.

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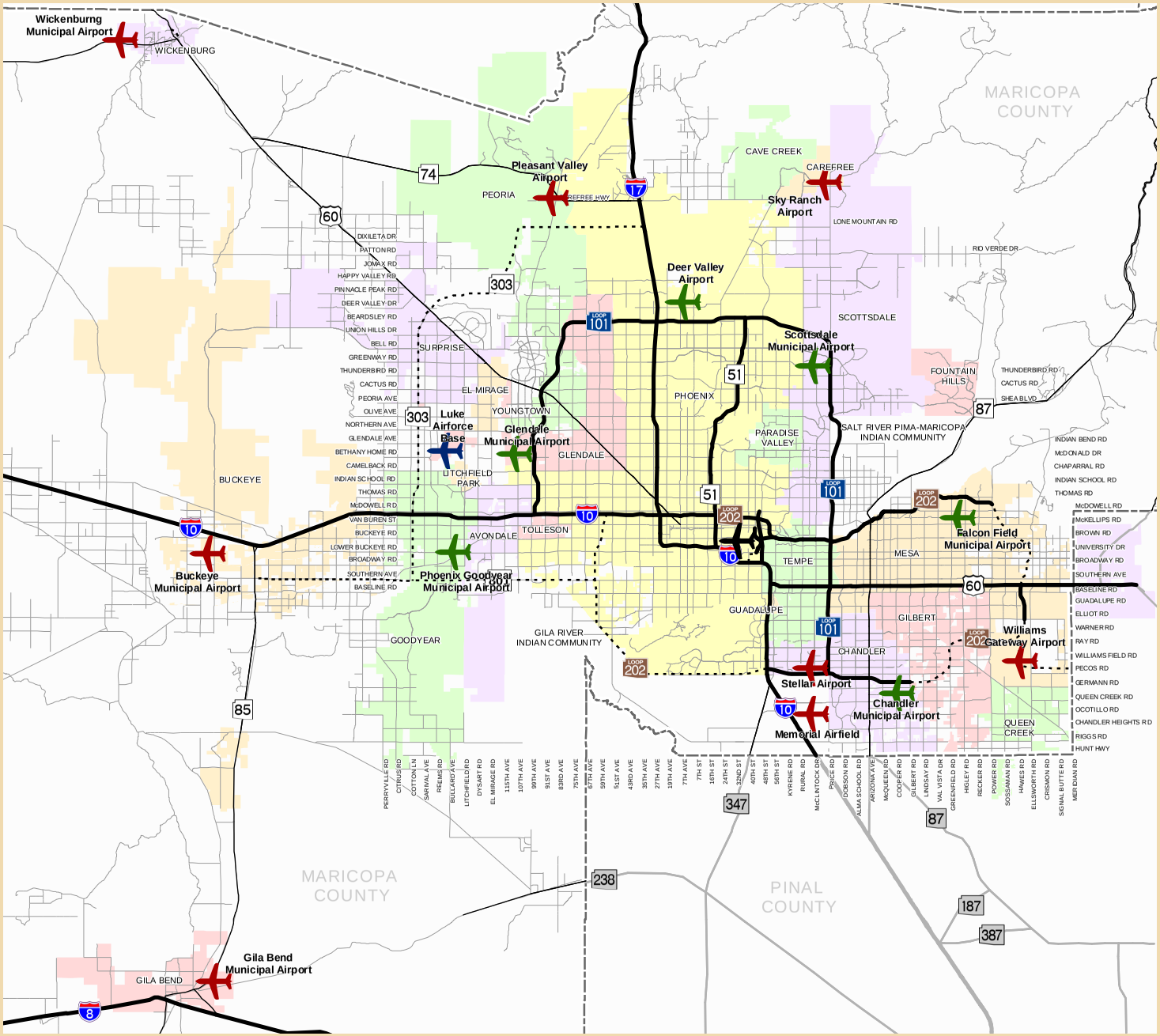
Regional Transportation Plan

Fig. 9-1

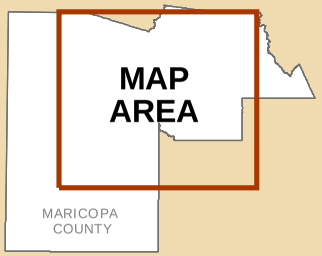
REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

Regional Aviation System Plan



- Commercial Service
- Military
- General Aviation Reliever
- General Aviation
- County Boundary
- Existing Freeway
- Planned Freeway/Highway
- Highways
- Other Roads



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Funding Outlook

The funding plan included in the RTP that was adopted in November 2003 was based on the MAG Regional Aviation System Plan. The MAG Regional Aviation System Plan was adopted in December 1993. The funding plan for the 2000 MAG RASP Update will not be determined until the FAA has the opportunity to complete an airspace analysis of the selected scenario. This analysis will determine which projects are to be included in any recommendation that will be adopted by MAG.

CHAPTER TEN

BICYCLES AND PEDESTRIANS

MAG has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists and pedestrians for many years. The MAG Regional Bicycle Task Force, which was responsible for assisting in the development of the original MAG Bicycle Plan in 1992, has maintained an active role in promoting improved travel opportunities for bicyclists. The MAG Regional Bicycle Task Force continues to provide key input into bicycle planning and decision making activities. MAG is also a leader in promoting improvement in the Valley's streetside environments to better accommodate pedestrian travel. Past pedestrian planning efforts conducted by MAG and its member agencies have led to a variety of pedestrian-oriented policies, programs and roadway improvements. In 1994, MAG formed the Pedestrian Working Group to promote increased awareness of walking as an alternative mode of travel and to improve facilities for people who walk.

Regional Bicycle and Pedestrian Plans

In February1992, the Regional Council adopted the MAG Regional Bicycle Plan to address the needs and concerns of bicyclists in the region, and to encourage bicycling as a way to alleviate congestion and air pollution. The MAG Regional Council adopted a Bicycle Plan Update in March of 1999. MAG followed the 1999 Bicycle Plan Update with the Regional Off-Street System (ROSS) Plan, which was adopted by the Regional Council in February 2001. Following these efforts, the MAG West Valley Multi-Modal Transportation Corridor Plan (Plan) and accompanying action plan were adopted by the MAG Regional Council on October 3, 2001. In 1993, MAG developed a plan that identified policies to encourage walking, and suggested areas where these policies might be best implemented.

MAG Regional Bikeway Master Plan

As of 2006, MAG is currently in the process of developing a MAG Regional Bikeway Master Plan, which will incorporate the 1999 MAG Regional Bicycle Plan, the Alternative Solutions to Pedestrian Mid-block Crossings at Canals, and the 2001 Regional Off-Street System (ROSS) Plan. The goal of the MAG Regional Bikeway Master Plan is to update and integrate all three documents into one master plan, in order to develop an inter-connected bikeway system of on-street and off-street facilities. The MAG Regional Bikeway Master Plan will provide a guide for the development of a convenient, and efficient transportation system where people can bike safely to all destinations. This plan recognizes the growing needs of the bicycling public and seeks to encourage more bicycling for transportation and health reasons. Bicycling, as transportation, improves air quality and reduces traffic congestion and is less costly than operating a motorized vehicle. In addition, bicyclists benefit from improved health and fitness.

West Valley Multi-Modal Transportation Corridor Plan

The MAG West Valley Multi-Modal Transportation Corridor Plan and accompanying action plan were adopted by the Regional Council on October 3, 2001. The Plan creates a master plan and action plan to implement a 42-mile trail network for pedestrians, equestrians, bicyclists and other

non-motorized trail users for the New River and lower Agua Fria River areas. It provides for regional consistency in development of non-motorized transportation facilities along the corridor by establishing consistent and uniform design for the development of a safe and comfortable multi-modal trail system. MAG continues to serve on the oversight committee of the West Valley Recreation Corridor Board of Directors.

Regional Pedestrian Plan

The purpose of the *Pedestrian Plan 2000* is to identify and recommend programs and actions that guide and encourage the development of pedestrian areas and facilities and ultimately increase walking as a viable mode of transportation throughout the region. The update incorporates a unique approach: flexible design tools (Roadside Performance Guidelines) to assist MAG member agencies in creating better walking environments within the existing or new roadway network. A stakeholders group was directly involved in the development of the plan update, which was overseen by the Pedestrian Working Group, and adopted by the MAG Regional Council on December 8, 1999.

The plan contains five goals addressing areas vital to creating a mode shift away from driving and towards pedestrians. The five goals are: land use compatibility, public awareness, funding, design for people, and intermodal linkages. One of the major regional initiatives reflected throughout the goals and objectives of the *Pedestrian Plan 2000* is to establish performance guidelines for pedestrian facilities within road right-of-ways. Establishing regionwide performance guidelines, as opposed to rigid roadway cross-sections, gives design flexibility to MAG member agencies. Providing this flexibility within performance guidelines, as opposed to prescriptive cross-sectional standards, will ensure that roadways will meet the needs of other travel modes while simultaneously encouraging pedestrian travel throughout the MAG Region.

MAG Pedestrian Policies and Design Guidelines

In 2005, MAG updated the MAG Pedestrian Policies and Design Guidelines, which were originally written in 1995. The Guidelines are intended to provide a source of information and design assistance to support walking as an alternative transportation mode. Through application of the policies and design guidance that is offered in the document, jurisdictions, neighborhoods, land planners, and other entities will be able to: 1) better recognize opportunities to enhance the built environment for pedestrians; 2) better create and redevelop pedestrian areas throughout the region that integrate facilities for walking with other transportation modes; 3) support the development of areas where walking is the preferred transportation mode; and 4) encourage the development of other independent pedestrian focused transportation facilities. The updated document includes information on elder mobility, Safe Routes to School, and discusses changes in the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

Funding Summary

The bicycle and pedestrian element should be viewed as an illustrative plan rather than a fully funded part of the RTP. The cost to reconstruct existing roadways to accommodate the above plan is beyond reasonable available revenues at this time. The bicycle element can serve as a guide to coordinate street and bicycle investments within cities and between jurisdictions. In addition, the RTP and TIP include a strong commitment to implement bicycle facility improvements. It should

be noted that many street projects in the Transportation Improvement Program that add new through lane capacity include improvements to accommodate bicycle usage. The funding for these projects are accounted for in Chapter Seven, as it is not possible to separate out the combined cost of adding new through lanes and bicycle improvements in the same project.

The RTP has identified a share of the regional funding available for bicycle and pedestrian projects. This funding consists primarily of Congestion Mitigation and Air Quality (CMAQ) funds. Table 10-1 summarizes these figures for the planning period.

Table 10-1: Bicycle and Pedestrian Funding Plan
FY 2007 through 2026 (Millions)

FUNDING AND EXPENDITURES	TOTAL
FUNDING (Year of Expenditure $'s)	
Regional	
MAG Federal CMAQ	$ 192
Local Other	
Local Sources (HURF, General Funds, Local Sales Taxes, etc.)	$ 82
Less Allowance for Inflation	$ 74
TOTAL FUNDING (2006 $'s)	$ 199
EXPENDITURES (2006 $'s)	
Bicycle and Pedestrian Projects	$ 199
TOTAL EXPENDITURES	$ 199
BALANCE (FUNDING MINUS EXPENDITURES, 2006 $'s)	$ 0

CHAPTER ELEVEN

FREIGHT

The movement of goods into, within, and out of the region is vital to the local economy. The movement of goods is conducted through the utilization of multiple modes of transport, such as air, pipeline, water, truck, rail, or other non-traditional means. Freight transport involves a complexity of networks and players who use a variety of methods, modes, available information technologies, and equipment to move raw materials, semi-processed and processed goods through regional, national and international markets for the purpose of commerce.

Within the MAG Region, the regional highway network, the regional arterial network, railroads, airports, pipelines, freight terminals, warehouses, and intermodal facilities essentially comprise the regional transportation system's overall "freight infrastructure." Warehouses, trucking companies, freight terminals, manufacturers, wholesale facilities, air couriers and the local postal system represent some of the primary freight generators located throughout the MAG Region. Other freight generators of significance are the region's intermodal facilities and the primary air cargo airports, which are Sky Harbor International Airport and Mesa Williams Gateway Airport.

Freight in the MAG Region

In 2001, 48.9 percent of all aggregate freight that was hauled by truck, rail, or air was received into the region from other destinations outside of Maricopa County. A total of 43.0 percent of all transported freight in the region was shipped out to other destinations throughout Arizona and to other areas of the country. As displayed by Figure 11-1, when considering all aggregate freight flows in the MAG Region that take place by mode, 86.1 percent of all movements take place by truck, 13.3 take place by rail, and the remaining 0.6 percent occur by air.

When considering incoming goods, in 2001, 85.8 percent of all freight came from the western region of the United States. The major trading area for incoming goods into the MAG Region consisted of the remaining 14 counties within Arizona. Approximately 57 percent of all incoming freight was generated from areas within the state. When assessing trading areas throughout the United States in 2001, the primary trade area for the MAG Region for all incoming and outgoing freight was the State of Arizona.

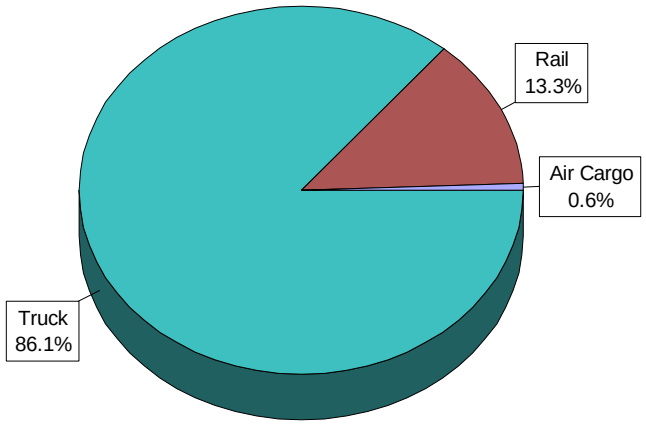
Overall, the MAG Region receives more freight than it exports to other areas, and the trucking industry maintains a key role in the transporting of goods into, within, and out of the region.

Future Regional Freight Planning

The Regional Freight Assessment discussed in the beginning of this chapter is the latest in a series of MAG activities in the freight planning process. Past activities have included: 1) developing an Intermodal Management Systems report, which is considered in the preparation of the

Figure 11-1

TOTAL INBOUND AND OUTBOUND FREIGHT FLOWS
BY MODE
(By Percentage of Total Tons)



Transportation Improvement Program, 2) conducting freight forums, which provided goods movement providers and users an opportunity to give input on transportation needs and investments, and 3) considering freight movement factors as a part of modal plan development, which has been specifically addressed in the airport planning process.

Future steps in freight planning include: 1) continuing to monitor the impact and role of freight in the regional transportation system, 2) monitoring trends in overall goods movement demand, within, into and out of the region, 3) enhancing the freight element of the regional transportation network modeling process, 4) enhancing coordination and involvement of the "freight community" in the regional transportation planning process, and 5) investigating the potential for developing a separate regional freight plan, including the organization and structure of freight planning and infrastructure needs to facilitate freight movement across the region.

CHAPTER TWELVE

DEMAND MANAGEMENT

The MAG Region benefits from a broad range of demand management techniques and programs. These programs lessen vehicular congestion by helping to reduce the number of vehicles on the roadway network and making more efficient use of existing transportation facilities. This reduction in vehicle miles of travel also helps improve air quality by decreasing the level of vehicular emissions contributing to the total amount of pollutants in the air. A number of demand management activities are utilized throughout the MAG Region.

Demand Management Programs

Transportation Demand Management (TDM) programs encourage reductions in travel demand within the transportation system. These programs promote alternative modes of travel, which include carpooling, vanpooling, walking, bicycling, alternative work schedules that reduce trips, and telecommuting and compressed work schedules. Based on a recent survey, 41 percent of people use alternative modes or work schedules to work one or more days a week (2005 *TDM Annual Survey*, WestGroup Research, 2005).

Rideshare Programs

The rideshare programs support efforts to carpool, and to use alternative modes of transportation and work schedules throughout the MAG Region. Valley Metro Rideshare conducts a variety of services, including a free carpool/vanpool on-line ride matching service; the promotion of Single-Occupancy Vehicle (SOV) alternatives via the Clean Air Campaign; assistance to Transportation Management Networks; assistance to employers in the Maricopa County's Trip Reduction Program; administration of the Vanpool Program, and promotion of the telecommuting program. In addition, the Arizona Department of Administration's Travel Reduction Program offers carpool matching and other rideshare services to all state employees located in Maricopa County.

Clean Air Campaign

The Clean Air Campaign is a public/private partnership with sponsors that include the Greater Phoenix Chamber of Commerce, the Arizona Departments of Environmental Quality and Transportation, Maricopa County, MAG, and Valley Metro. The Campaign urges residents to reduce vehicle miles traveled during peak hours by using alternative modes or alternative work schedules at least one day a week. The campaign has concentrated its media campaign during the particulate pollution season from mid-October through February. During Summer 2003, Valley Metro, the Arizona Department of Environmental Quality, and Maricopa County developed plans for an Ozone Education Program to address the more stringent 8-hour ozone standard.

Trip Reduction Program

Mandated by Arizona legislation in 1988, employers with 100 or more workers at a site began participating in the Maricopa County Trip Reduction Program (TRP) in 1989. Participating employers are required to conduct an annual survey of the commuting modes of their employees,

and prepare and implement a travel reduction plan to reduce the rates of single-occupancy vehicle (SOV) trips or the single occupancy vehicle miles traveled. The program was amended in July 1994 to include employers with 50 or more employees. In the summer of 1996, a special session of the legislature passed an innovative enhancement to the TRP whereby employers would be allowed to implement several new "flexibility" strategies to meet TRP goals. Under these flexibility provisions, employers have an expanded menu of measures for implementation, including reduction of business-related vehicle trips, off-peak hour commuting, reduced use of other gasoline powered equipment, and stationary source emission reductions.

Vanpool Program

The RPTA has provided a third-party vanpool service to interested commuters since 1987. Over one million passenger trips per year are made by vanpool in over 260 vanpools. RPTA has been contracting with a third party private vanpool firm to provide vehicles, insurance, fleet services and billing. Seeking to make the program more cost effective, Valley Metro initiated an aggressive van purchasing program using federal Congestion Mitigation and Air Quality (CMAQ) funds to replace vendor owned vans in the vanpool fleet, and as a result, the agency now owns the entire vanpool fleet. Vanpooling is one of the Transportation Demand Management strategies many employers have implemented as a Trip Reduction Program measure.

Transportation Management Associations

Another approach to travel demand management is the formation of Transportation Coordinator Alliance (TCA) groups. Through these informal associations, employers share resources to promote alternative mode use, improve mobility, or implement trip reduction programs in their local areas. As of June 2005, there were 11 TCAs in the MAG Region. Together, these TCAs involve about 211 employers. RPTA provides staff support to all of the network groups in the MAG Region.

Telecommuting

With the advent of new technology and the change to a knowledge-based economy, a growing number of employers are allowing their employees to work in a location other than the central office. With telecommuting, employees can be linked to an office by a personal computer. Employees may telecommute either on a full-time or on a part-time basis, with most telecommuters working at or near home one or two days per week. By working at home, or at a satellite work center, the commute trip is eliminated or shortened. About nine percent or approximately 134,000 residents work from home at least once a week. If you include those who are regular and occasional telecommuters, it is estimated that 24 percent of employees telecommute (Employee Telecommuting Study, WestGroup Research, August 2004).

Teleconferencing / Videoconferencing Project

MAG has established a Teleconferencing Program to link MAG and its member agencies via teleconferencing. The first phase of this program, the MAG Regional Videoconferencing System Project, is designed to facilitate communication between agencies while reducing the need to travel to meetings. The MAG Regional Videoconferencing System has a central videoconferencing location at the MAG offices and satellite locations housed at each member agency. This system

allows for communication between MAG and its member agencies as well as among member agencies without direct participation by MAG.

Funding Outlook

Transportation Demand Management programs will be funded by a number of revenue sources during the planning period. Regional funding sources will contribute to rideshare, trip reduction and vanpool activities (See Table 5-4 for air quality programs, and Table 8-1 for other transit). In addition, it is anticipated that elements of travel demand management and the vanpool program will be addressed by local transit funding sources (See Table 8-1).

CHAPTER THIRTEEN

SYSTEM MANAGEMENT

Transportation System Management (TSM) programs help to accommodate the safe and efficient movement of people and vehicles within the transportation system. The full spectrum of transportation technology applications, known as Intelligent Transportation Systems (ITS), now forms the basis for all of these programs. The products and services resulting from ITS help improve safety and efficiency by:

- Collecting and transmitting information on traffic conditions and transit schedules to aid travelers before and during their trips.
- Relieving congestion by reducing the number of traffic incidents through better traffic flow coordination, detecting and clearing incidents quickly when they occur, and rerouting traffic flow.
- Helping drivers reach desired destinations with navigational aid systems.
- Raising the productivity of vehicle fleets through automated tracking, dispatch and weigh-in-motion systems.
- Benefiting public and governmental agencies through lower costs, enhanced services and a healthier environment for all.
- Helping people and goods move more safely and efficiently by providing information links between travelers, vehicles and infrastructure.

System Management Plans and Programs

Intelligent Transportation Systems, or ITS, involve the application of advanced sensors, computers, electronics and communication technologies in an integrated manner, along with management strategies, to increase the safety and efficiency of the surface transportation system. The products and services resulting from ITS help improve safety and efficiency.

Intelligent Transportation Systems Plan

Since 1996, MAG has taken progressive steps toward mainstreaming the development of regional ITS within the transportation planning process. All planning activities for public sector owned, regional ITS infrastructure are currently coordinated and led by MAG. In April 2001 MAG approved a comprehensive ITS Strategic Plan and ITS Architecture for the region. Oversight for this Plan was provided by a group of Regional ITS Stakeholders consisting of the MAG ITS Committee and other regional ITS stakeholders. This Plan currently provides direction to ITS implementation within the region. A project to update both the Plan and Regional Architecture is expected to begin in FY 2007.

Freeway Management System

The Arizona Department of Transportation (ADOT) is utilizing an integrated package of ITS strategies commonly referred to as a Freeway Management System (FMS). The regional FMS first became operational in 1996 and provides surveillance, incident management and traveler advisory

functions. Figure 13-1 describes the existing coverage of FMS, and the projected expansion of the regional FMS. Completion of the FMS is an important priority for the region. To facilitate rapid FMS implementation, MAG has approved the installation of communication conduits and other basic infrastructure whenever new freeway segments are constructed. The 2003 RTP called for the completion of full FMS on all of the freeways in the region, leading to a total of 275 miles of FMS coverage. However, a recent MAG review of the FMS has identified the need for increased maintenance of field devices, and the need to replace aging FMS devices. This review also identified some measures for reducing FMS costs. With an adjusted funding plan to address these urgent needs, it is now estimated that by 2025 the total FMS coverage of regional freeways will be about 225 centerline miles. This will exclude coverage on Loop 303 and the I-10 Reliever, which is a total of approximately 50 miles without FMS coverage.

These adjustments to the allocation of RTP resources for FMS expansion are expected to significantly improve the overall performance, reliability and usefulness of the FMS. It is anticipated that results of this change will be evident as early as 2007.

Freeway Service Patrol Program

The Freeway Service Patrol program contributes to the safe and efficient operation of the urban freeway system. The patrol vehicles are operated by DPS civilian employees that provide services as Roadside Motorist Assistants on the urban freeway system during peak traffic periods. The many services provided by the FSP include helping stranded motorists to change tires; removing road debris; helping with gasoline; and removing abandoned vehicles. The program is extremely popular with the traveling public, with over 10,000 stranded motorists helped annually by the program. Due to the resulting significant safety benefits and the popularity of the FPS, the program is fully funded through 2026. A review carried out in FY 2006 has resulted in additional resources being programmed for FSP through 2026. This increase in resources was due to factors such as increasing urban freeway mileage that needs to be patrolled by the FSP, and the need to replace aging vehicles.

Arterial Traffic Management

Traffic management on municipal arterial streets is the responsibility of individual jurisdictions. The larger cities and towns in the region have computerized traffic management systems linked to a central Traffic Management Center. Twenty-four high-priority arterial corridors, called Smart Corridors, are identified in the 2001 MAG ITS Strategic Plan. The intent, at the time, was to instrument all these corridors with additional vehicle detection, surveillance cameras and electronic message signs. That plan would have resulted in nearly 530 miles of major arterials being turned into Smart Corridors under a three-phased project. A number of new corridors and extensions of current corridors have been identified for the Regional Smart Corridor System for 2026 (See Figure 13-2). The total mileage of arterials that qualify as Smart Corridors in the region by 2026 will be approximately 1,300 miles. Recent discussions among ITS professionals representing MAG member agencies have recognized inconsistencies in the Smart Corridor concept, such as the fact that local agencies do not operate arterial facilities that are focused on one or two Smart Corridors. Rather, arterial operations are carried out to maximize the safety and efficiency of the entire arterial grid system. This has led to the need for a new approach for future arterial ITS applications. A plan that would address this need is expected to be developed during FY 2007.

Draft 2006 Update

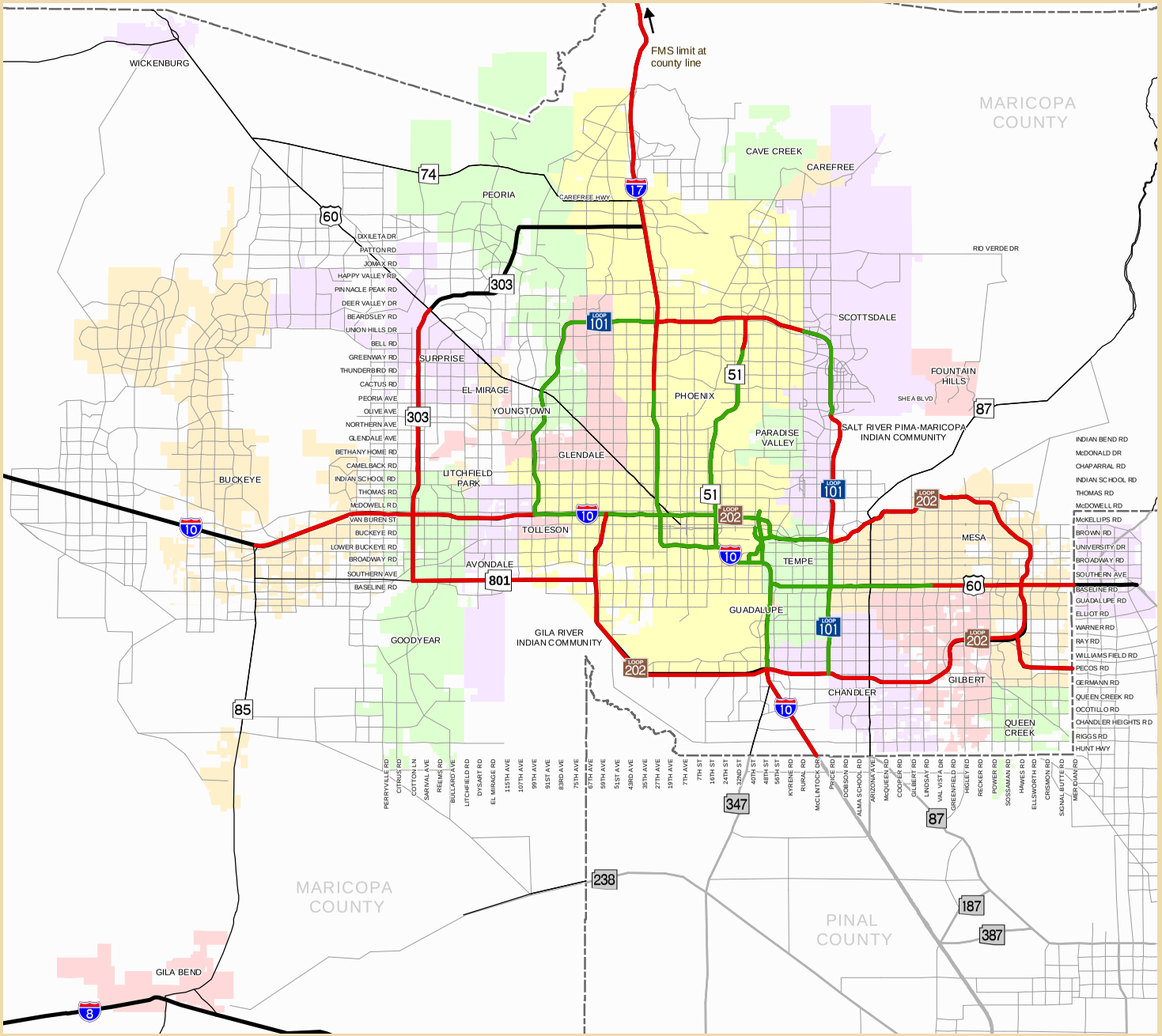
Regional Transportation Plan

Fig. 13-1

REGIONAL TRANSPORTATION PLAN

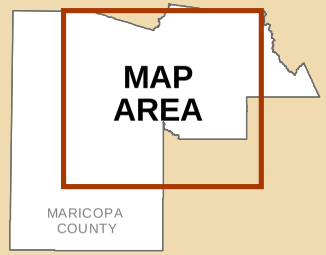
MARICOPA ASSOCIATION of GOVERNMENTS

Planned Regional Freeway Management System (FMS)



Planned FMS Expansion
Existing and Programmed FMS
County Boundary
Freeways Without FMS
Highways
Other Roads

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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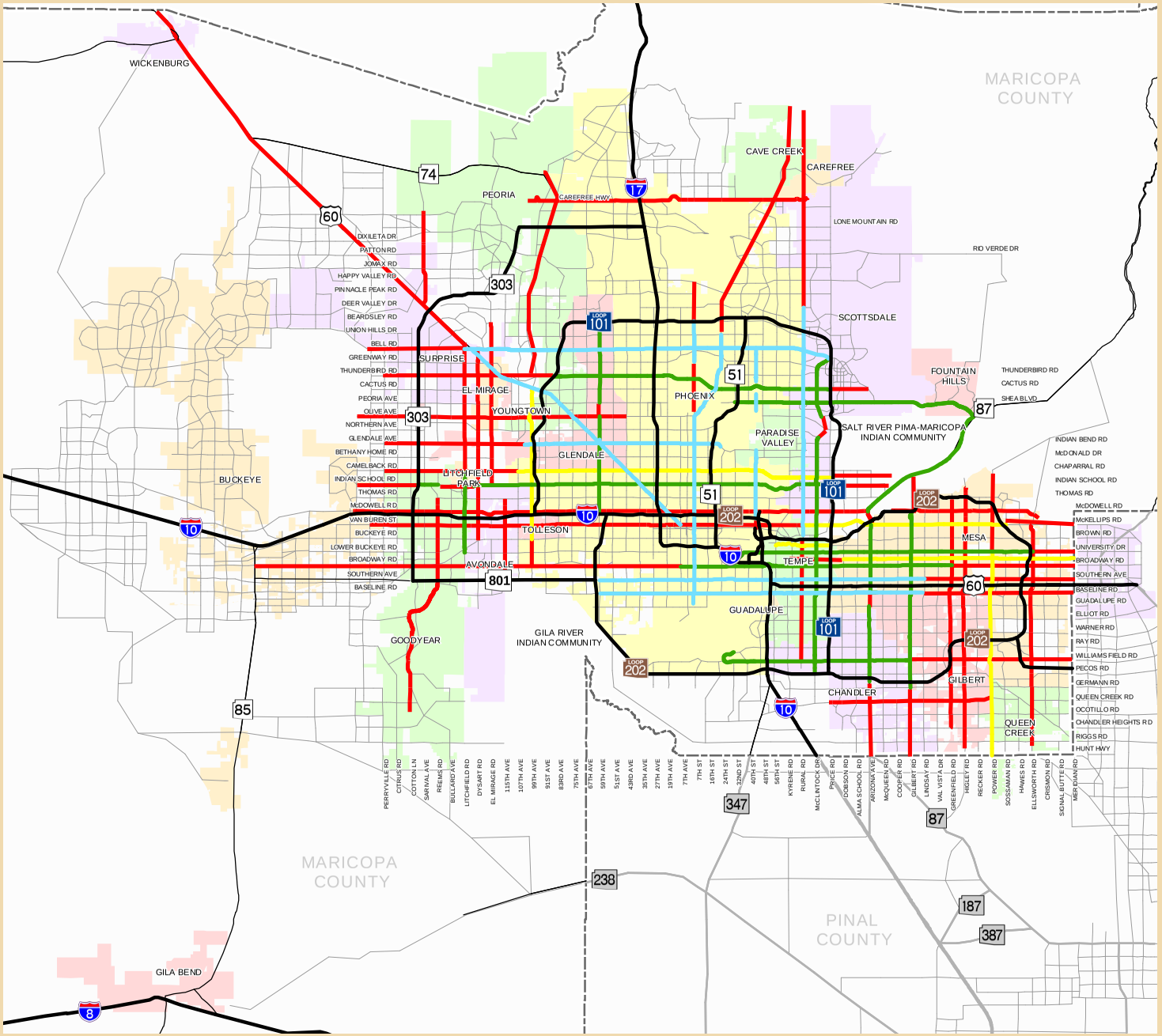
Draft 2006 Update
Regional Transportation Plan

Fig. 13-2

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

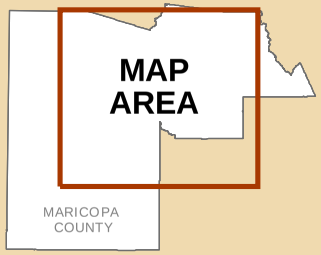
MAG Smart Corridor Network (Ultimate Concept)



- RTP Smart Corridor
- Smart Corridor Phase 1 (Completed)
- Smart Corridor Phase 2
- Smart Corridor Phase 3
- County Boundary
- Freeways
- Highways
- Other Roads

Note: Subject to change with future updates of the MAG ITS Strategic Plan and of the RTP.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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Other ITS Elements

In recent years, a number of other systems and initiatives have been pursued as part of the regional ITS planning process. These include the following:

- Traveler Information Systems
- Arizona 511 Road Information System
- Electronic Communications/Traffic Broadcasts
- Regional Transportation Operations Plan

Advanced Public Transportation Systems

Advanced Public Transportation Systems (APTS) are defined as advanced technology based ITS applications in public transportation. These applications are relevant to fixed route bus, paratransit, vanpool, and rail. These technologies can be used to improve passenger convenience, vehicle operations, and mechanical systems. Passenger convenience technologies directly benefit passengers through advanced traveler information, real-time schedule updates, and fare payment. Vehicle operations technologies are associated with dispatching vehicles and in-vehicle systems. Mechanical systems technologies are designed to remotely monitor the electrical and mechanical infrastructure of transit vehicles.

The Valley Metro Vehicle Management System (VMS) Master Plan serves as the regional guide for implementing ITS applications in transit infrastructure, and is referred to in the regional ITS architecture. Full implementation of the VMS, which was completed in 2005, has resulted in a fully integrated system with components on 750 fixed-route buses, 200 paratransit (Dial-A-Ride) vehicles and 60 support vehicles. It also includes a Computer Aided Dispatch (CAD) system to track and manage the day-to-day operations of the region's transit vehicle fleet. Other features and devices installed in transit vehicles include: a radio communication system; an Automatic Vehicle Location (AVL) system, which uses Global Positioning Satellite (GPS) receivers to track vehicle location; an automatic passenger counting system; and a next stop announcement system. An Advanced Traveler Information System (ATIS) has been deployed for transit, with 20 electronic signs throughout the city, offering Valley Metro RAPID riders real-time bus arrival information at their stops. The VMS is engineered to be scalable to accommodate any future growth of the Valley Metro agencies.

All transit and light rail traffic will be managed from two control centers located side by side. The Transit Control Center is currently fully operational. The Light Rail Control Center will be operational in 2008.

Funding Summary

The RTP allocates regional funding for the continued implementation of ITS in order to keep motorists and transit users informed of traffic conditions, and to coordinate traffic control functions. The RTP has identified a share of the regional funding available for ITS. This funding consists primarily of Congestion Mitigation and Air Quality (CMAQ) funds. Table 13-1 summarizes these figures for the planning period.

Table 13-1: Intelligent Transportation Systems Funding Plan
FY 2007 through 2026 (Millions)

FUNDING AND EXPENDITURES	TOTAL
FUNDING (Year of Expenditure $'s)	
Regional	
MAG Federal CMAQ	$ 77
Local Other	
Local Sources (HURF, General Funds, Local Sales Taxes, etc.)	$ 33
Less Allowance for Inflation	$ 30
TOTAL FUNDING (2006 $'s)	$ 80
EXPENDITURES (2006 $'s)	
Intelligent Transportation System Projects	$ 80
TOTAL EXPENDITURES	$ 80
BALANCE (FUNDING MINUS EXPENDITURES, 2006 $'s)	$ 0

CHAPTER FOURTEEN

SPECIAL NEEDS TRANSPORTATION

The transportation needs of special populations are a regional concern. Limitations caused by age or disability often complicate the process of securing transportation for a portion of the population. In addition, those who are seeking employment or training, and those who lack financial resources find limited transportation options available to reach second shift and weekend employment. Changes in federal welfare laws now limit cash assistance to a five-year lifetime limit, and require recipients to enroll in education and training, and to seek employment within a two-year time frame. There are thousands of people receiving this assistance in the region, and they must transport their children to child care in addition to meeting employment and training requirements.

Special Needs Programs

Special Transportation Services (STS) provide transportation assistance to the most transit dependant populations in Maricopa County, which include the elderly, disabled, and low-income individuals. Assistance is provided through the following programs.

Work Links

Work Links is a 24-hour, 7-day a week, transportation brokerage service for low-income workers. The program is designed to assist low-income persons with transportation to work, and transportation to work-related activities, which includes childcare sites. Transportation Mobility Specialists work with participants to assess transportation needs, and match them with a transportation option that accommodates their specific needs. In addition to providing connectivity to various public transportation options, including carpools/vanpools. Work Links also provides van transit, bicycles, vehicle repair and emissions retrofitting, and gas stipends. STS operates this program countywide in partnership with a number of transportation and human services providers and employment centers. The primary funding sources for this program are the Federal Transit Administration's Job Access and Reverse Commute funds, and MAG's federal transportation funds. From July 1, 2000, to June 30, 2002, the Work Links program provided service to 5,482 people.

Special Needs

Special Needs is an advanced reservation transportation assistance program that provides transportation to elderly, disabled, and low-income individuals. Transportation is cost-free to the participant and is provided Monday through Friday, between the hours of 8:00 a.m. and 4:00 p.m. Trips can be scheduled for medical, dialysis, recreational, shopping, social service, adult-day care, and senior center activities. STS also delivers nutritious noon meals to homebound elderly or disabled persons. STS owns and operates a 70-van fleet to provide services.

Southwest Inter-City Transit System

The FTA Job Access grant, which was received this past year from the Federal Government to fund Work Links, has also provided funding to support the Southwest Inter-City Transit System. This is

a neighborhood bus service available to residents in the West Valley cities of Avondale, Goodyear, Litchfield Park and Tolleson.

Elder Mobility Concerns

By the year 2021, approximately 22 percent of the residents of Maricopa County will be age 60 or older. Of this number, approximately one third will be 75 or older. Although the seniors of the future will be healthier, better educated, and more financially secure than comparable elders of a few years ago, many will experience physical, financial, emotional and mental barriers in using various transport modes. Elders who live alone; have disabilities that prevent driving; lack the availability of close-by family members; and/or have limited financial means will face even more difficult and life-threatening transportation challenges.

Regional Action Plan on Aging and Mobility

In response to such needs as provided above, MAG began an intensive process to develop a *Regional Action Plan on Aging and Mobility*. MAG brought together experts and concerned citizens to form the Elderly Mobility Stakeholder Working Group. The group divided into subcommittees, who studied and then developed 25 recommendations for an action plan based on Infrastructure and Land Use, Alternative Transportation Modes, Driver Competency, and Education and Training needs. The plan provided a comprehensive overview of senior mobility issues and was adopted by the MAG Regional Council on October 3, 2001.

Human Services and Senior Transportation Assessment and Coordination Project

As of 2006, MAG is working in conjunction with the Arizona Department of Transportation (ADOT), the Governor's Office, the Arizona Department of Economic Security (DES) and Maricopa County on the *Arizona Rides* initiative. The initiative is part of the state's response to the Federal Transit Administration's (FTA) *United We Ride* program. The program ensures better cooperation and collaboration between transportation providers that serve human services and other special needs populations.

The purpose of the MAG Human Services and Senior Transportation Assessment and Coordination project is to develop an implementation plan that is responsive to the *Arizona Rides* initiative. The project will ensure maximum feasible coordination between human services agencies that are receiving federal financial assistance, in order to increase the efficiency of funds that are currently used for client transportation. The project will also work toward the reduction of redundant or overlapping duplicative services.

CHAPTER FIFTEEN

SAFETY

Safety continues to be highlighted as a key planning emphasis area for transportation in the MAG Region, and improving the levels of safety in the regional transportation system is an essential planning goal. The system improvements included in the Regional Transportation Plan (RTP) address future travel demand in the region, estimated through transportation planning models that help plan for adequate infrastructure capacity to accommodate anticipated future traffic flows in a safe manner. The Safety Planning Program at MAG was initiated in 2001 and is continuing to be enhanced and expanded.

A Regional Transportation Safety Stakeholders Group was formed in November 2001 with representation from member agencies and a broad cross section of safety advocacy groups. In September 2004, MAG became the first MPO in the nation to form a Transportation Safety Committee, thus clearly establishing the intent to incorporate explicit safety considerations within the metropolitan planning process. The committee completed the region's first Strategic Transportation Safety Plan, a task begun in 2002 by the Stakeholder's Group.

The SAFETEA-LU reauthorization in 2005 and the new Highway Safety Improvement Program are expected to result in additional funds to Arizona for road safety improvements. Being the largest population center in the state (60 percent of AZ population), the MAG Region anticipates a substantial amount of federal funds for safety improvements. At this time, guidelines on exactly how these safety funds will be administered have not been released by Federal Highway Administration.

Transportation Safety Planning

At present, transportation safety is addressed at two levels within the planning process. The first level involves comprehensive planning such as the RTP, where decisions are made on large regional transportation infrastructure investments. These planning decisions, which are made at the regional level concerning infrastructure investment priorities, have a significant indirect impact on the overall long-term safety of the system.

The second level of safety planning is more strategic and addresses the needs of short to medium-term. The Strategic Transportation Safety Plan is expected to play a key role at the second level. The implementation of regional safety projects and initiatives will be guided by the Strategic Plan with oversight provided by the Transportation Safety Committee. This process is expected to include cross-cutting safety initiatives that would involve other stakeholder groups. An example is a road signage project to be launched in FY 2007, developed in cooperation with the Elder Mobility Group to improve road safety for elder road users.

Safety on Freeways

The urban freeway system is the safest transportation facility in the region. The overall safety on the system has been enhanced through MAG-sponsored safety initiatives such as the implementation of Cable Median Barriers and the Freeway Service Patrol Program. The Freeway Management System

(FMS) operated by ADOT is another contributor to overall freeway safety. Completion of the FMS to cover the entire urban freeway system is recognized as a high priority in the RTP.

Safety on the Arterial Street System

Intersection and mid-block crashes on the arterial street system are a continuing safety concern within the region. Speeding and red light running are the key contributory factors for the more severe crashes. A recent study by the Insurance Institute for Highway Safety identified Phoenix as having a very high red light running crash rate based on population. A number of MAG jurisdictions have installed automated enforcement systems to address both speeding and intersection red light running. These systems have proven very effective in reducing crashes at their locations as well as in the surrounding area.

Bicycle and Pedestrian Facilities

Developing safe bicycle facilities or bikeways as an integral part of a multi-modal transportation system in the MAG Region, and making bicycling a viable option for daily travel trips is a stated goal of the Regional Bicycle Plan. Another goal is to educate bicyclists and motorists in order to increase safety on shared roads, and to educate engineers and planners on bicycle safety issues. The regional plan encourages the jurisdictions to develop safe bicycle facilities. Pedestrian safety and improved pedestrian facilities are addressed by the MAG Pedestrian Working Group, and the MAG Pedestrian Plan 2000 also incorporated a number of safety topics for consideration.

High-Risk Drivers

Both younger and older drivers are associated with elevated risk for vehicular crashes, based on their involvement in crashes. Older drivers have been observed to be particularly susceptible to accidents at intersections. Potential initiatives to help older road users include: promoting a uniform standard such as six-inch road name signs across the region, and left-turn signal phasing and lanes at intersections.

Transit Riders and Operators

Through the procurement process for transit operations, RPTA requires operators to be apprised of safety and security issues, as well as to perform multiple functions related to safety of capital equipment. Contract incentives are provided for preventable accidents. Future improvements to safety and security in transit vehicles are being addressed through RPTA's Vehicle Management System Plan.

Strategic Transportation Safety Plan

The Strategic Transportation Safety Plan was developed in 2005 by the MAG Transportation Safety Committee, as an immediate planning measure to address road safety needs in the region. It outlines specific goals and actions for improving safety generated by three working groups that focused on: (1) Roadways; (2) Enforcement, Education and Emergency Medical Services, and (3) Pedestrians and Bicycle and Transit Users. A summary of these goals is shown in Table 15-1.

TABLE 15-1
SUMMARY OF SAFETY GOALS

Goal	Roadway Safety	Enforcement, Education, EMS	Pedestrian, Bicycle, Transit
1	Develop a reliable and an efficient method to assess the safety performance of the regional transportation system.	Improve the overall public awareness on key road safety issues.	Reduce the number of crashes that involve bicyclists and pedestrians.
2	Promote road safety audits.	Reduce crashes related to DUI, speeding, red-light running and the illegal passing of stopped school buses.	Improve safety on access routes to schools.
3	Better utilize available road safety funds.	Strengthen driver training and licensing standards.	Incorporate safety considerations in pedestrian and bicycle planning.
4	Reduce the crash clearance time.	Reduce time to respond and clear crash sites.	Promote safe multi-modal access.
5	Reduce severe intersection crashes.	Educate the public on safe actions to take at road crash sites.	Reduce mid-block pedestrian crashes.
6	Improve traffic safety in work zones.		Enhance Transportation Security.
7	Conduct safety reviews of proposed LRT and BRT operations starting at design.		
8	Improved lighting, signage and delineation for older road users.		
9	Improved lighting, signage and accessibility for physically handicapped users.		

Implementation of the Plan

Implementation of the Strategic Transportation Safety Plan is expected to occur through safety projects and initiatives launched at the state, regional and local levels. Lead Agencies identified in the Plan have agreed to explore ways to pursue action under each goal. The identification of Lead Agencies was based on the alignment of agency mission with the goals and did not involve any commitment of current or future agency resources. It is anticipated that new funding for road safety from SAFETEA-LU may provide the required resources. A few safety projects and activities identified in the Plan are being developed with currently programmed funds. The following are brief description of each of these activities and projects:

- **Regional Transportation Safety Information Management System (RTSIMS).** The first goal listed under road safety recognizes the need for an Information Management System to provide the ability to extract safety performance information from transportation

safety/crash data. Upon recognizing this need some years ago, regional funds were programmed for implementing such a system. The planned system will produce an annual safety report and enhance easy access to crash statistics for the region as well as for individual agencies.

- **Regional Safety Plan.** A number of major changes that have resulted from SAFETEA-LU to the current federal, state and local procedures for addressing road safety improvements are underway. These developments point to the need for a comprehensive Regional Transportation Safety Plan with goals linked to both national and state safety plans. Funds for developing such a plan have been called for in the RTP and are covered under planning programs.
- **Freeway Service Patrol.** This service involves prompt motorist assistance provided by Roadside Motorist Assistants that are driving fully equipped patrol vehicles on the regional freeway system. This service is staffed by civilian employees of the Department of Public Safety (DPS) and funded through an agreement between ADOT and DPS

CHAPTER SIXTEEN

AIR QUALITY CONFORMITY

As required by the Clean Air Act, an air quality conformity analysis was conducted by MAG on the Draft FY 2007-2011 Transportation Improvement Program (TIP) and the Draft Regional Transportation Plan – 2006 Update (RTP), as a whole. For a finding of conformity, the analysis must demonstrate that the TIP and RTP are in conformance with regional air quality plans and will not contribute to air quality violations. In its entirety, the conformity analysis must also demonstrate that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A description of the conformity requirements, conformity tests, and the results of the 2006 Conformity Analysis are summarized below. The Draft 2006 MAG Conformity Analysis supports a finding of conformity for the Draft FY 2007-2011 Transportation Improvement Program and Draft Regional Transportation Plan – 2006 Update.

Conformity Requirements

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are:

- The TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate or approved by EPA for transportation conformity purposes, or interim emissions tests.
- The latest planning assumptions and emission models in force at the time the conformity analysis begins must be employed.
- The TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans.
- Consultation generally occurs at the beginning of the conformity analysis process; on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed; and at the end of the process, on the draft conformity analysis report. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

Conformity Tests

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) the interim emissions tests. For the emissions budget test, predicted emissions for the TIP and RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emissions budget found to be adequate for transportation conformity purposes, interim emissions tests apply. For the 2006 MAG Conformity Analysis, two interim emissions tests were performed for the eight-hour ozone standard.

Motor vehicle emissions budgets established in the MAG Carbon Monoxide Redesignation Request and Maintenance Plan and the Revised 1999 MAG Serious Area PM-10 Plan must be used for

conformity. In addition, adjusted budgets from the MAG One-Hour Ozone Redesignation Request and Maintenance Plan must be used for eight-hour ozone.

On March 9, 2005, EPA published the final rule in the Federal Register approving the Carbon Monoxide Maintenance Plan, including the conformity budgets, effective April 8, 2005. EPA published a final rule to approve the One-Hour Ozone Maintenance Plan, including the conformity budgets on June 14, 2005. EPA published the final rule approving the Revised MAG 1999 Serious Area Particulate Plan for PM-10 and conformity budget on July 25, 2002.

A summary of the applicable air quality implementation plans and conformity tests for carbon monoxide, eight-hour ozone, and PM-10 may be found in the 2006 MAG Conformity Analysis report. For the 2006 MAG Conformity Analysis, the emissions budget test was applied for CO, since the CO conformity budgets have been approved by EPA. For eight-hour ozone, two interim emissions tests were performed for volatile organic compounds (VOC) and nitrogen oxides (NOx): an adjusted one-hour ozone budget test and a no-greater-than-2002 baseline emissions test. For PM-10, the emissions budget test was applied using the approved conformity budget from the Revised MAG 1999 Serious Area PM-10 Plan.

Results of the Conformity Analysis

A regional emissions analysis was conducted for the horizon years 2009, 2015, 2016, and 2026 for each criteria pollutant for which the area is designated nonattainment or maintenance. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started on April 28, 2006. The major conclusions of the 2006 MAG Conformity Analysis are:

- For carbon monoxide, the total regional vehicle-related emissions associated with implementation of the TIP and RTP for the analysis year 2009 are projected to be less than the approved emissions budget, and the emissions associated with implementation of the TIP and RTP for the analysis years 2015, 2016, and 2026 are projected to be less than the approved budget for 2015. The applicable conformity test for carbon monoxide is therefore satisfied. The results of the regional emissions analysis for carbon monoxide are presented in Figure 16-1.

- For eight-hour ozone, the total vehicle-related volatile organic compound and nitrogen oxide emissions associated with implementation of the TIP and RTP for the analysis year 2009 are projected to be less than the 2006 emissions budgets for the adjusted one-hour ozone maintenance area. The VOC and NOx emissions associated with implementation of the TIP and RTP for the analysis years 2015, 2016, and 2026 are projected to be less than the 2015 emissions budgets for the adjusted one-hour ozone maintenance area. In addition, the vehicle-related VOC and NOx emissions associated with implementation of the TIP and RTP for all analysis years are projected to be less than the 2002 baseline emissions for the eight-hour ozone nonattainment area. The applicable conformity tests for eight-hour ozone are therefore satisfied. The results of the regional emissions analysis for VOC and NOx are presented in Figures 16-2, 16-3, 16-4, and 16-5.

- For PM-10, the total vehicle-related emissions associated with implementation of the TIP and RTP for all analysis years are projected to be less than the 2006 emissions budget approved for transportation conformity purposes in the Revised MAG 1999 Serious Area

Particulate Plan for PM-10. The conformity test for PM-10 is therefore satisfied. The results of the regional emissions analysis for PM-10 are presented in Figure 16-6.

- Implementation of the TIP and RTP will support and not impede the implementation of the Transportation Control Measures that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in the Draft 2006 MAG Conformity Analysis report.

- Consultation has been conducted in accordance with federal requirements.

Figure 16-1
Carbon Monoxide Results for Conformity Budget Test

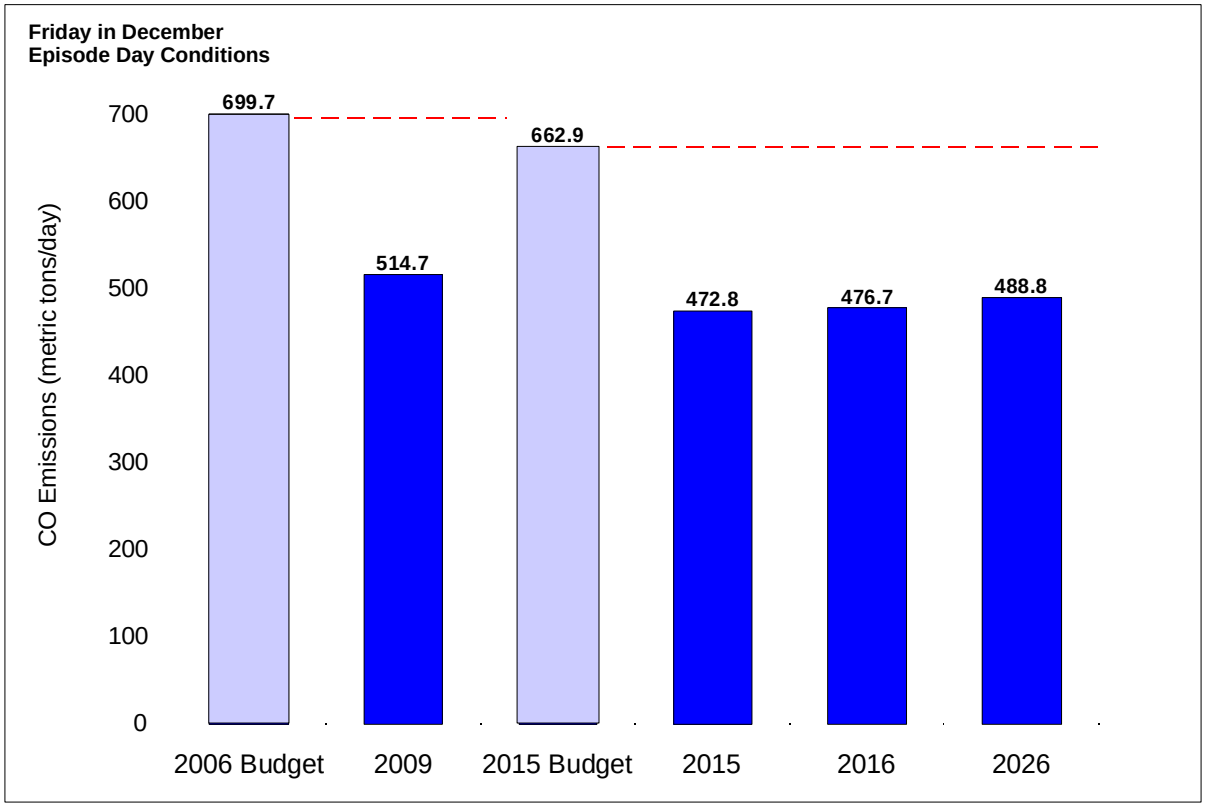


Figure 16-2
Eight-Hour Ozone: Volatile Organic Compounds (VOC) Results for Adjusted One-Hour Ozone Budget Test

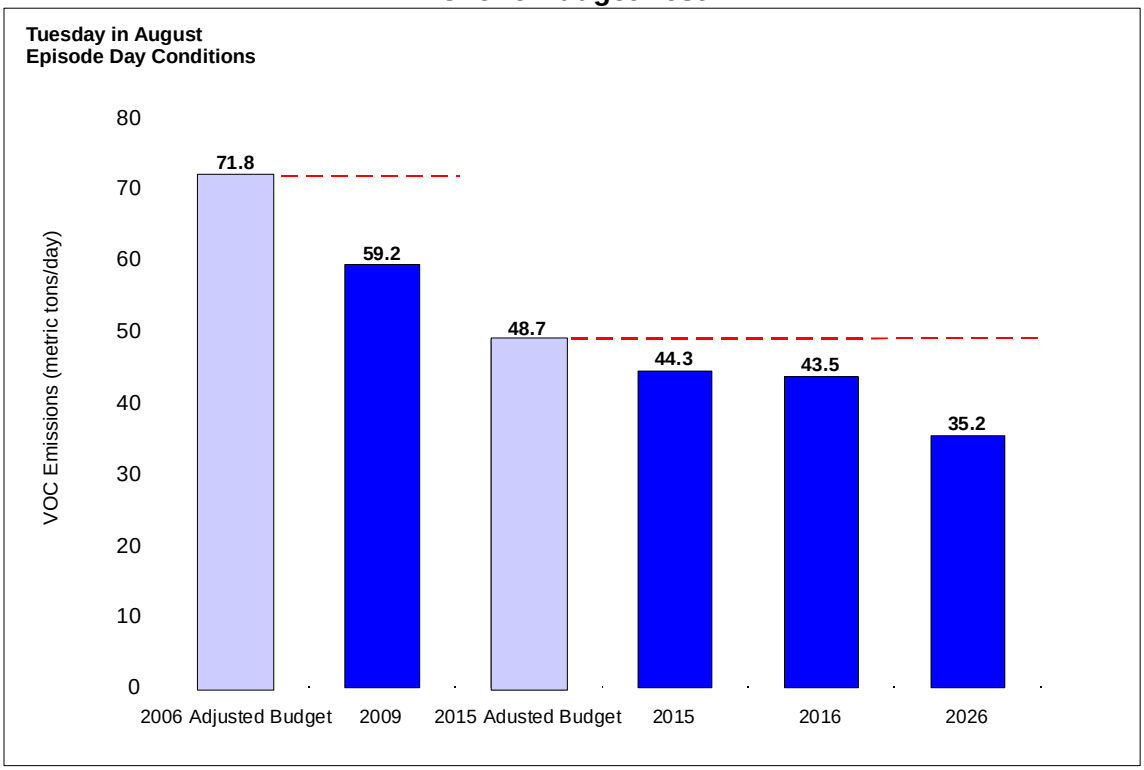


Figure 16-3
Eight-Hour Ozone: Nitrogen Oxides (NOx) Results for Adjusted One-Hour Ozone Budget Test

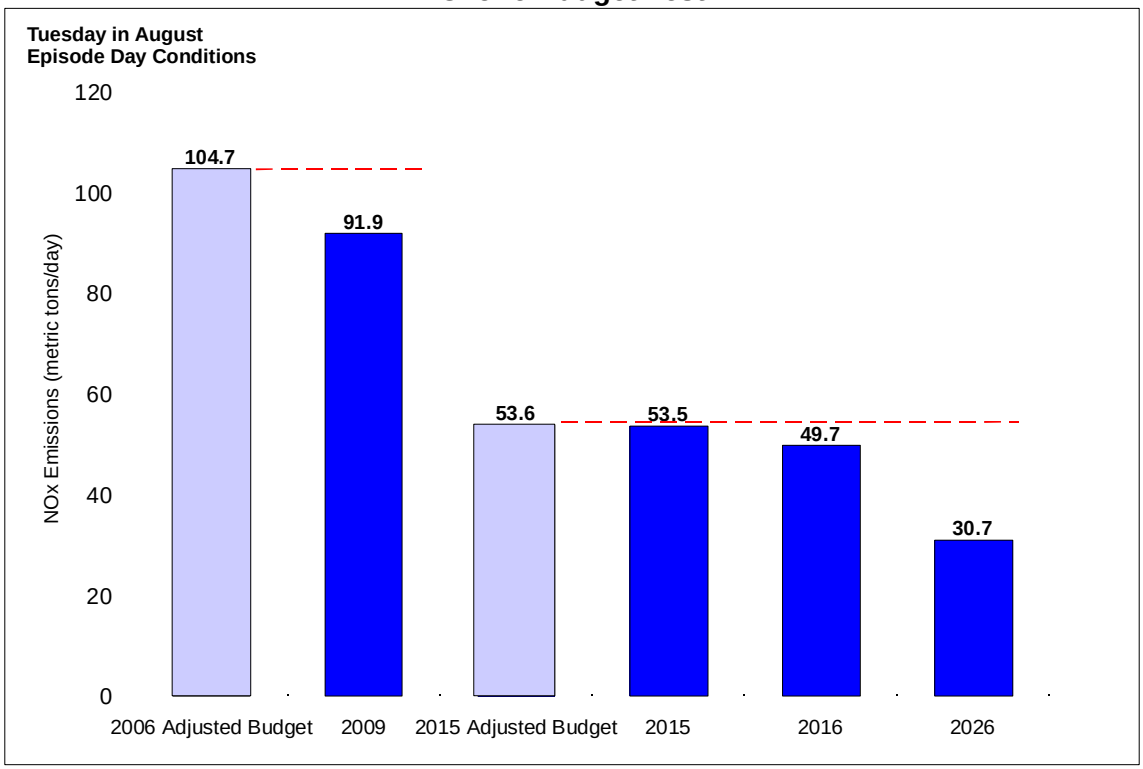


Figure 16-4
Eight-Hour Ozone: Volatile Organic Compounds (VOC) Results for the No-Greater-Than-2002 Baseline Emissions Test for the Eight-Hour Ozone Nonattainment Area

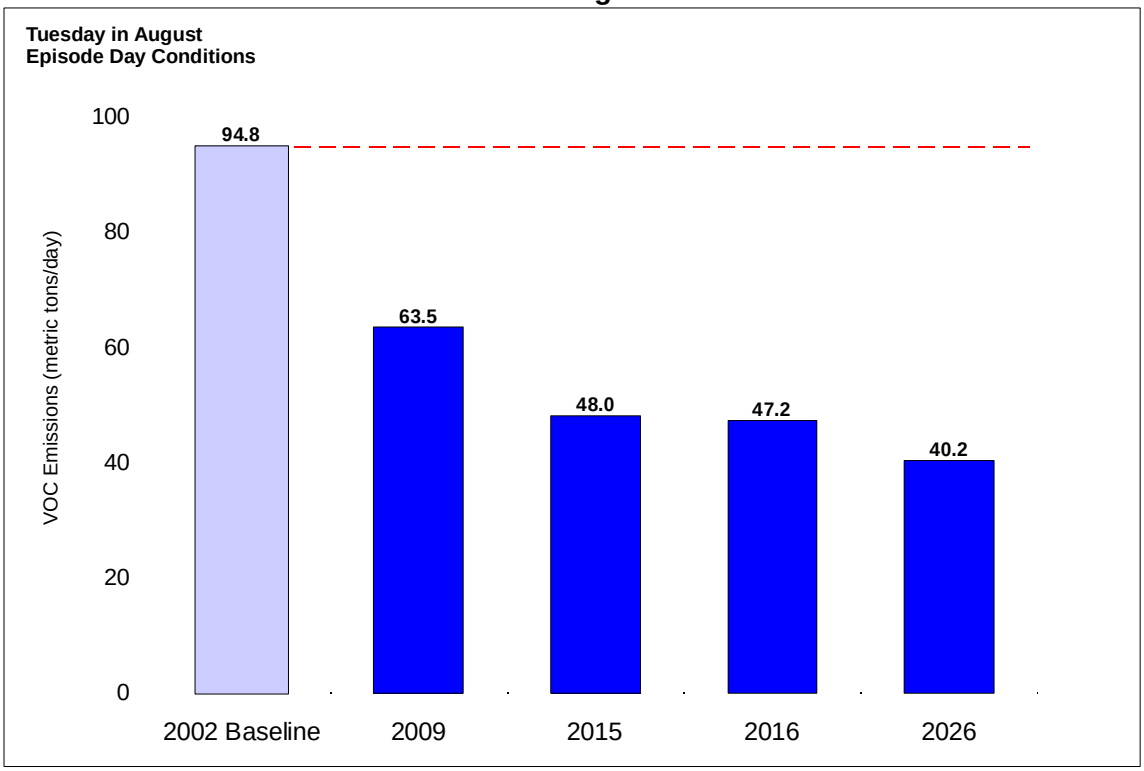


Figure 16-5
Eight-Hour Ozone: Nitrogen Oxides (NOx) Results for the No-Greater-Than-2002 Baseline Emissions Test for the Eight-Hour Ozone Nonattainment Area

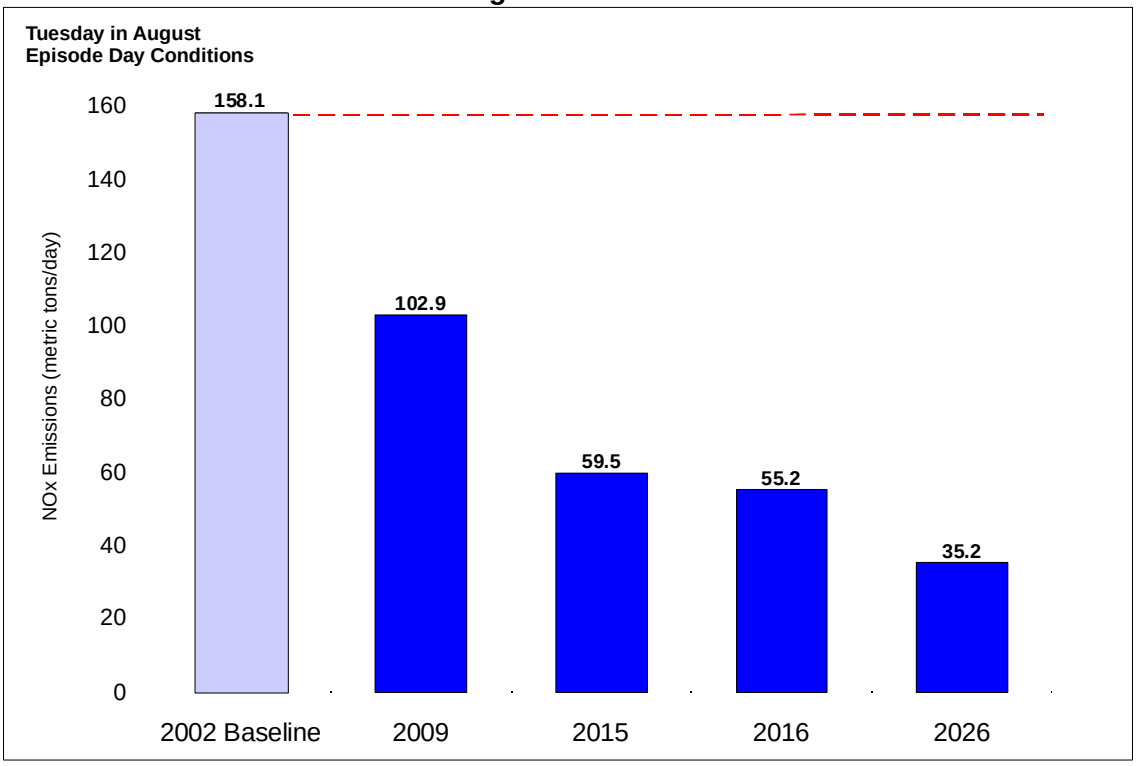
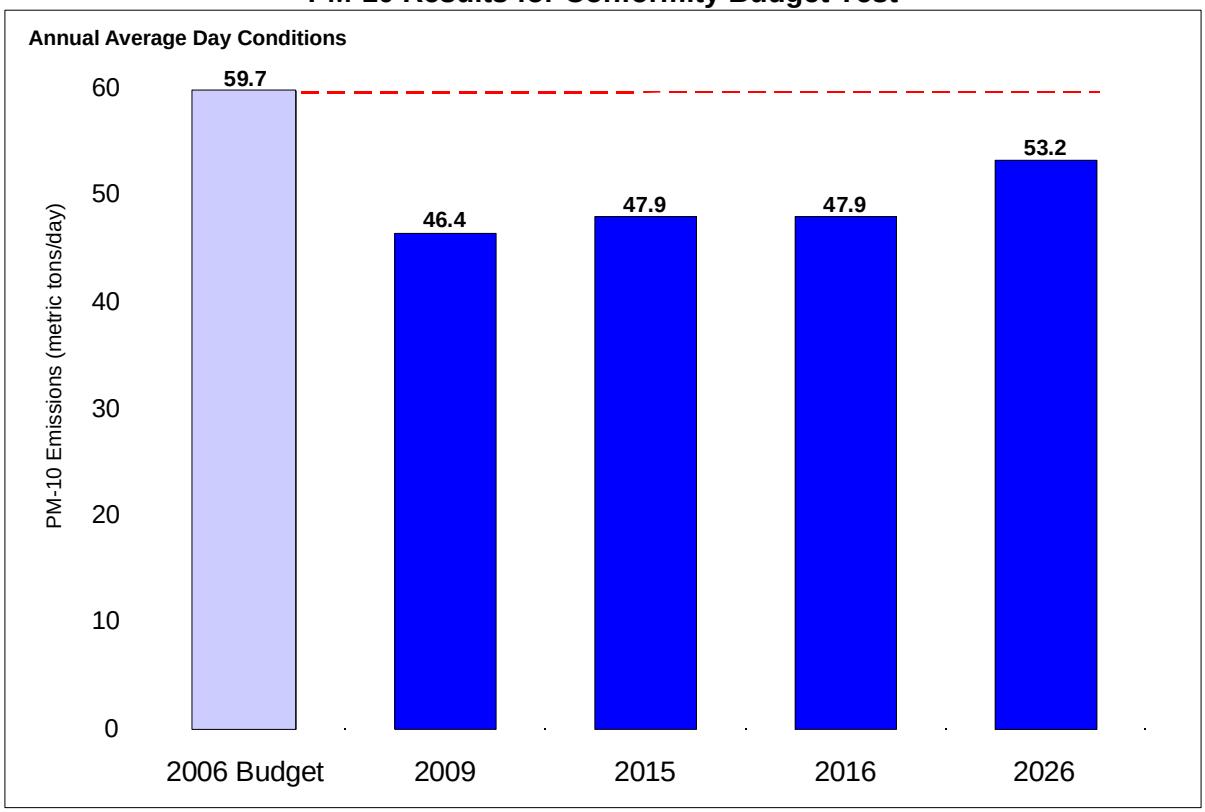


Figure 16-6
PM-10 Results for Conformity Budget Test



Appendix A

Freeway/Highway Life Cycle Program

DRAFT FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

FY 2007-2026 (In Thousands - 2006 Dollars)

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
I-10 Construction																					
101L, Agua Fria - I-17 (Construction: GPL)				68,000																	**68,000**
43rd/51st Ave (Construction: TI)	1,500																				**1,500**
40th St - Baseline Rd (Construction: CD Road)			50,000	55,765																	**105,765**
40th St - Baseline Rd (Construction: CD Road)				74,235																	**74,235**
40th St - Baseline Rd (Construction: CD Road)					85,000																**85,000**
40th St - Baseline Rd (Construction: CD Road)					85,000																**85,000**
Sarival Rd - Dysart Rd (Construction: HOV/GPL), City Advancement		44,000	35,000		See Note																**79,000**
Sarival Rd - Dysart Rd (Construction: Pavement Preservation)		6,000																			**6,000**
303L - Sarival Rd (Construction: HOV/GPL)					22,000																**22,000**
SR51 - 40th St, CD Road (Construction: GPL)					120,000																**120,000**
202L, Santan - Riggs Rd (Construction: HOV/GPL)			42,000																		**42,000**
Dysart Rd - 101L (Construction: HOV/GPL), City Advancement		51,000						See Note													**51,000**
Perryville Rd (Construction: TI)							8,200														**8,200**
Baseline Rd - 202L, Santan (Construction: GPL)								48,000													**48,000**
SR85 - 303L, Estrella (Construction: GPL)																	95,000				**95,000**
Chandler Heights (Construction: TI)																12,400					**12,400**
El Mirage Rd (Construction: TI)																	15,600				**15,600**
I-10 Design																					
101L, Agua Fria - I-17 (Design: GPL)			3,740																		**3,740**
Perryville Rd (Design: TI)						450															**450**
40th St - Baseline Rd (Design: CD Road)	5,775																				**5,775**
40th St - Baseline Rd (Design: CD Road)		4,125																			**4,125**
40th St - Baseline Rd (Design: CD Road)			4,675																		**4,675**
40th St - Baseline Rd (Design: CD Road)			4,675																		**4,675**
SR51 - 40th St (Design: CD Road)				10,000																	**10,000**
Sarival Rd - Dysart Rd (Design: HOV/GPL), City Advancement	2,800	1,900	See Note																		**4,700**
303L - Sarival Rd (Design: HOV/GPL)			1,200																		**1,200**
202L, Santan - Riggs Rd (Design: HOV/GPL)		2,310																			**2,310**
Dysart Rd - 101L (Design: HOV/GPL), City Advancement	2,805						See Note														**2,805**
Baseline Rd - 202L, Santan (Design: GPL)							2,640														**2,640**
SR85 - 303L, Estrella (Design: GPL)															11,000						**11,000**
Chandler Heights (Design: TI)															1,400						**1,400**
El Mirage Rd (Design: TI)																1,700					**1,700**
I-10 Multi Phase(Combination of Design, R/W, Construction)																					
Dysart - 83rd Ave (Design & Construction: FMS)										5,500											**5,500**
I-10 R/W																					
40th St - Baseline Rd (R/W: CD Road)	5,000	20,000																			**25,000**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
SR51 - 40th St (R/W: CD Road)				10,000																	**10,000**
I-10 Reliever Construction																					
SR85 - 303L, Estrella (Construction: NEW)																			60,000		**60,000**
303L, Estrella - 202L, South Mountain (Construction: NEW)																	125,000				**125,000**
303L, Estrella - 202L, South Mountain (Construction: NEW)																		125,000			**125,000**
303L, Estrella - 202L, South Mountain (Construction: NEW)																			154,000		**154,000**
I-10 Reliever Multi Phase																					
SR85 - 303L, Estrella (Design & R/W: NEW)														21,000							**21,000**
303L, Estrella - 202L, South Mountain (Design & R/W: NEW)															150,000						**150,000**
303L, Estrella - 202L, South Mountain (Design & R/W: NEW)																100,000					**100,000**
I-10 Reliever R/W																					
303L, Estrella - 202L, South Mountain (R/W Protection: NEW)		3,000																			**3,000**
303L, Estrella - 202L, South Mountain (R/W Protection: NEW)			3,000																		**3,000**
303L, Estrella - 202L, South Mountain (R/W Protection: NEW)				3,000																	**3,000**
303L, Estrella - 202L, South Mountain (R/W Protection: NEW)					5,000																**5,000**
303L, Estrella - 202L, South Mountain (R/W Protection: NEW)						5,000															**5,000**
303L, Estrella - 202L, South Mountain (R/W Protection: NEW)							10,000														**10,000**
303L, Estrella - 202L, South Mountain (R/W Protection: NEW)								20,000													**20,000**
303L, Estrella - 202L, South Mountain (R/W Protection: NEW)									20,000												**20,000**
I-17 Construction																					
101L - SR 74, Carefree Highway (Construction: HOV/GPL)	182,000																				**182,000**
SR74 TI, Carefree Highway (Construction: TI)	17,000																				**17,000**
Greenway Rd/Thunderbird Rd/Peoria Ave/Cactus Rd (Drainage Improvements)	17,000																				**17,000**
Bethany Home Rd - Northern Ave, Alhambra District (Construction: MISC)				2,295																	**2,295**
Arizona Canal - 101L (Construction: GPL)							48,000														**48,000**
I-10 East - I-10 West (Construction: HOV)											70,000										**70,000**
McDowell - Arizona Canal (Construction: GPL)												220,000									**220,000**
McDowell - Arizona Canal (Construction: GPL)													220,000								**220,000**
McDowell - Arizona Canal (Construction: GPL)														150,000							**150,000**
Dove Valley (Construction: TI), City Advancement		16,600														See Note					**16,600**
Anthem Way - New River (Construction: GPL)																		23,400			**23,400**
SR74, Carefree Highway - Anthem Way (Construction: HOV/GPL)																	65,000				**65,000**
I-17 Design																					
Arizona Canal - 101L (Design: FMS)					770																**770**
Arizona Canal - 101L (Design: GPL)						2,640															**2,640**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
101L - Carefree Highway (Design: FMS)					880																**880**
I-10 East - I-10 West (Design: HOV)										7,000											**7,000**
Dove Valley (Design: TI), City Advancement	1,800														See Note						**1,800**
Anthem Way - New River (Design: GPL)																2,600					**2,600**
SR74, Carefree Highway - Anthem Way (Design: HOV/GPL)															7,000						**7,000**
I-17 Multi Phase																					
McDowell - Arizona Canal (Design & R/W: GPL)										150,000											**150,000**
McDowell - Arizona Canal (Design, R/W & Construction: GPL)											220,000										**220,000**
I-17 R/W																					
101L - SR 74, Carefree Highway (R/W: HOV/GPL)	7,800																				**7,800**
SR51 Construction																					
Shea Blvd - 101L, Pima (Construction: HOV/RAMP)	61,400																				**61,400**
Bell Rd - 101L (Construction: FMS)						1,980															**1,980**
Shea Blvd - 101L, Pima (Construction: GPL)																	47,000				**47,000**
SR51 Design																					
Bell Rd - 101L (Design; FMS)					220																**220**
Shea Blvd - 101L, Pima (Design; GPL)															4,000						**4,000**
US60, Grand Ave Construction																					
99th Ave - 83rd Ave, Including New River Bridge (Construction: GPL)	6,500																				**6,500**
303L, Estrella - 99th Ave (Construction: GPL)			24,000																		**24,000**
101L, Agua Fria - McDowell Rd (Construction: GPL)				27,165																	**27,165**
303L, Estrella - 99th Ave (Construction: GPL/IMP)									48,796												**48,796**
101L, Agua Fria - Van Buren St (Construction; GPL/IMP)								21,642													**21,642**
101L, Agua Fria - Van Buren St (Construction: GPL)																	25,000				**25,000**
101L, Agua Fria - Van Buren St (Construction: GPL)																		25,000			**25,000**
101L, Agua Fria - Van Buren St (Construction: GPL)																			25,000		**25,000**
US60, Grand Ave Design																					
303L, Estrella - 99th Ave (Design: GPL/IMP)						2,420															**2,420**
303L, Estrella - 99th Ave (Design: GPL)	1,900																				**1,900**
101L, Agua Fria - McDowell Rd (Design: GPL)			2,700																		**2,700**
101L, Agua Fria - Van Buren St (Design: GPL/IMP)							1,100														**1,100**
US60, Grand Ave Multi Phase																					
303L, Estrella - 101L, Agua Fria (Design & R/W: GPL/IMP)							7,000														**7,000**
303L, Estrella - 101L, Agua Fria (Design & R/W: GPL/IMP)								5,000													**5,000**
101L, Agua Fria - Van Buren St (Design & R/W: GPL)															22,000						**22,000**
US60, Superstition Construction																					
I-10 - 101L, Price (Construction: GPL)				8,000																	**8,000**
Val Vista Dr - Power Rd (Landscape Construction)	5,100																				**5,100**
Lindsay Rd Half Interchange (Construction: TI)						4,200															**4,200**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Meridian (Construction: TI)							4,200														**4,200**
Crismon - Meridian Rd (Construction: HOV/GPL)											28,000										**28,000**
US60, Superstition Design																					
I-10 - 101L, Price (Design: GPL)		440																			**440**
Lindsay Rd Half Interchange (Design: TI)					400																**400**
Meridian (Design: TI)						400															**400**
Crismon - Meridian Rd (Design: HOV/GPL)										3,000											**3,000**
SR74 Construction																					
US60, Grand - 303L, Estrella (Const Passing Lanes, MP20-22, EB & WB)		2,000																			**2,000**
US60, Grand - 303L, Estrella (Const Passing Lanes, MP13 - MP15, EB)				2,000																	**2,000**
SR74 R/W Protection																					
US60, Grand - 303L, Estrella (R/W Protection)	1,000																				**1,000**
US60, Grand - 303L, Estrella (R/W Protection)		1,000																			**1,000**
US60, Grand - 303L, Estrella (R/W Protection)			1,000																		**1,000**
US60, Grand - 303L, Estrella (R/W Protection)				1,000																	**1,000**
US60, Grand - 303L, Estrella (R/W Protection)					1,000																**1,000**
US60, Grand - 303L, Estrella (R/W Protection)						1,000															**1,000**
US60, Grand - 303L, Estrella (R/W Protection)							1,000														**1,000**
US60, Grand - 303L, Estrella (R/W Protection)								1,000													**1,000**
US60, Grand - 303L, Estrella (R/W Protection)									1,000												**1,000**
I-17 - US60, Grand Ave (R/W)															15,000						**15,000**
I-17 - US60, Grand Ave (R/W)																4,000					**4,000**
I-17 - US60, Grand Ave (R/W)																	10,000				**10,000**
I-17 - US60, Grand Ave (R/W)																		5,000			**5,000**
I-17 - US60, Grand Ave (R/W)																			5,000		**5,000**
SR85 Construction																					
MP 139.01 - 141.71 (Construction: GPL)	17,300																				**17,300**
MP 139.01 - 141.71 (Construction: Utilities)	1,100																				**1,100**
MP 130.7 - 137.0 (Construction: GPL)		20,900																			**20,900**
MP 120.54 - MP 122.99 (Construction: GPL)			9,100																		**9,100**
MP 149.4 - MP 152.0 (Construction: GPL)			16,200																		**16,200**
MC 85 - Southern Ave (Construction: GPL)	8,400																				**8,400**
Southern Ave - I-10 (Construction: GPL)	11,200																				**11,200**
SR85 Improvements (Construction: GPL)				40,000																	**40,000**
SR85 R/W																					
MC 85 - Southern Ave (R/W: GPL)	3,700																				**3,700**
SR87 Construction																					
Forest Boundary - New Four Peaks (Construction: MISC)	18,000																				**18,000**
SR88 Construction																					
Fish Creek Hill (Construction: MISC)	1,500																				**1,500**
US 93 Construction																					

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Wickenburg By-Pass (Construction: IMP)	26,800																				**26,800**
101L, Agua Fria Construction																					
I-10 to I-17 (Construction: FMS)	5,885																				**5,885**
I-10 - MC85 (Construction: MISC)			3,500																		**3,500**
Beardsley Rd (Construction: TI)						25,000															**25,000**
I-10 - US60, Grand Ave (Construction: HOV)											48,000										**48,000**
US60, Grand Ave - I-17 (Construction: FMS)											11,880										**11,880**
I-10 System Interchange (Construction: RAMP)																			54,000		**54,000**
I-10 - US60, Grand Ave (Construction: GPL)																80,000					**80,000**
US60, Grand Ave - I-17 (Construction: HOV)																58,000					**58,000**
US60, Grand Ave - I-17 (Construction: GPL)																		92,000			**92,000**
I-17 System Interchange (Construction: RAMP)																		65,000			**65,000**
101L, Agua Fria Design																					
Beardsley Rd (Design: TI)					2,600																**2,600**
I-10 - MC85 (Design: MISC)		500																			**500**
I-10 - US60, Grand Ave (Design: HOV)										5,000											**5,000**
US60, Grand Ave - I-17 (Design: FMS)										1,320											**1,320**
I-10 System Interchange (Design: RAMP)																	6,000				**6,000**
I-10 - US60, Grand Ave (Design: GPL)															5,000						**5,000**
US60, Grand Ave - I-17 (Design: HOV)															6,000						**6,000**
US60, Grand Ave - I-17 (Design: GPL)																	10,000				**10,000**
I-17 System Interchange (Design: RAMP)																	7,000				**7,000**
Northern Ave - 31st Ave, Median Landscape (Design & Construction: MAINT)	1,300																				**1,300**
101L, Pima Construction																					
Princess Dr - 202L, Red Mountain (Construction: HOV)	65,000																				**65,000**
Tatum Blvd - Princess Dr (Construction: HOV)					26,000																**26,000**
64th St (Construction: TI)	23,000																				**23,000**
I-17 - Tatum Blvd (Construction: HOV)							33,000														**33,000**
Shea Blvd - 202L, Red Mountain (Construction: GPL)								86,000													**86,000**
I-17 - SR51 (Construction: GPL)																		54,000			**54,000**
SR51 - Shea Blvd (Construction: GPL)																77,000					**77,000**
101L, Pima Design																					
Tatum Blvd - Princess Dr (Design: HOV)			2,000																		**2,000**
I-17 - SR51 (Design: FMS)					770																**770**
SR51 - Princess Dr (Design: FMS)					660																**660**
I-17 - Tatum Blvd (Design: HOV)						2,500															**2,500**
Shea Blvd - 202L, Red Mountain (Design: GPL)							4,730														**4,730**
I-17 - SR51 (Design: GPL)																	5,000				**5,000**
SR51 - Shea Blvd (Design: GPL)															8,000						**8,000**
101L, Pima Multi Phase																					
I-17 - Princess Dr (Design & Construction: FMS)	6,600																				**6,600**
Princess Dr - 202L, Red Mountain (Design & Construction: FMS)	8,400																				**8,400**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
101L, Price Construction																					
202L, Red Mountain - Baseline Rd (Construction: HOV)		17,000																			**17,000**
Baseline Rd - 202L, Santan (Construction: HOV)				30,000																	**30,000**
Balboa Dr, Multi-use Path, Local (Construction: MISC)			2,000																		**2,000**
Baseline Rd - 202L, Santan (Construction: GPL)																	46,000				**46,000**
101L, Price Design																					
Baseline Rd - 202L, Santan (Design: HOV)			2,500																		**2,500**
Baseline Rd - 202L, Santan (Design: GPL)															5,000						**5,000**
SR153 Construction																					
Superior Ave - University Dr (Construction: NEW)		16,000																			**16,000**
Superior Ave - University Dr (Landscape Construction)			610																		**610**
SR153 Design																					
Superior Ave - University Dr (Landscape Design)		60																			**60**
202L, Red Mountain Construction																					
Rural Rd - 101L, WB (Construction: GPL)			9,000																		**9,000**
I-10/SR51 TI - 101L, EB (Construction: GPL)			60,000																		**60,000**
101L - Gilbert Rd (Construction: HOV)			29,000																		**29,000**
101L - SR87 (Construction: FMS)			6,000																		**6,000**
Rural Rd - 101L (Construction: GPL)						26,000															**26,000**
101L - Gilbert Rd (Construction: GPL)								46,000													**46,000**
Gilbert Rd - Higley Rd (Construction: HOV)													25,000								**25,000**
Mesa Dr, Ramps Only (Construction: TI)																			4,100		**4,100**
Gilbert Rd - Higley Rd (Construction: GPL)																		38,000			**38,000**
Higley Rd - US60, Superstition (Construction: HOV)																47,000					**47,000**
Higley Rd - US60, Superstition (Construction: GPL)																			77,000		**77,000**
US60, Superstition System TI (Construction: RAMP)																			18,400		**18,400**
202L, Red Mountain Design																					
Rural Rd - 101L, WB (Design: GPL)		800																			**800**
I-10/SR51 TI - 101L, EB (Design: GPL)		4,800																			**4,800**
Rural Rd - 101L (Design: GPL)					1,430																**1,430**
101L - Gilbert Rd (Design: HOV)		2,500																			**2,500**
101L - SR87 (Design: FMS)		600																			**600**
101L - Gilbert Rd (Design: GPL)							2,530														**2,530**
Gilbert Rd - Higley Rd (Design: HOV)												2,000									**2,000**
Mesa Dr, Ramps Only (Design: TI)																		500			**500**
Gilbert Rd - Higley Rd (Design: GPL)																4,000					**4,000**
Higley Rd - US60, Superstition (Design: HOV)															5,000						**5,000**
Higley Rd - US60, Superstition (Design: GPL)																		8,000			**8,000**
US60, Superstition System TI (Design: RAMP)																	2,000				**2,000**
202L, Santan Construction																					
Dobson Rd - I-10 (Construction: HOV/RAMP)							42,000														**42,000**
Val Vista Dr - Dobson Rd (Construction: HOV)									54,000												**54,000**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
202L, Santan / 101L, Price (Construction: RAMP)											18,400										**18,400**
Dobson Rd - I-10 (Construction: GPL)																	39,000				**39,000**
Val Vista Dr - Dobson Rd (Construction: GPL)																		54,000			**54,000**
US60, Superstition - Val Vista Dr (Construction: HOV)																50,000					**50,000**
US60, Superstition - Val Vista Dr (Construction: GPL)																			85,000		**85,000**
202L, Santan Design																					
Dobson Rd - I-10 (Design: FMS)					550																**550**
Dobson Rd - I-10 (Design: HOV/RAMP)					4,000																**4,000**
Val Vista Dr - Dobson Rd (Design: HOV)								3,000													**3,000**
202L, Santan / 101L, Price (Design: RAMP)										2,000											**2,000**
Dobson Rd - I-10 (Design: GPL)															4,000						**4,000**
Val Vista Dr - Dobson Rd (Design: GPL)																	5,000				**5,000**
US60, Superstition - Val Vista Dr (Design: HOV)															5,000						**5,000**
US60, Superstition - Val Vista Dr (Design: GPL)																		8,000			**8,000**
Lindsay Rd - Gilbert Rd (Design & Construction: MISC)		529																			**529**
202L, South Mountain Construction																					
51st Ave - I-10 West (Construction: NEW)			60,000																		**60,000**
51st Ave - I-10 West (Construction: NEW)				60,000																	**60,000**
51st Ave - I-10 West (Construction: NEW)				110,000																	**110,000**
51st Ave - I-10 West (Construction: NEW)					190,000																**190,000**
I-10 East/Santan TI - 51st Ave (Construction: NEW)							150,000														**150,000**
I-10 East/Santan TI - 51st Ave (Construction: NEW)								120,000													**120,000**
I-10 East/Santan TI - 51st Ave (Construction: NEW)									77,000												**77,000**
202L, South Mountain Design																					
I-10 East - I-10 West (EIS/DCR Supplement: New)	1,300																				**1,300**
51st Ave - I-10 West (Design: NEW)		17,000																			**17,000**
51st Ave - I-10 West (Design: NEW)			17,000																		**17,000**
I-10 East/Santan TI - 51st Ave (Design: NEW)		10,000																			**10,000**
I-10 East/Santan TI - 51st Ave (Design: NEW)			9,000																		**9,000**
I-10 East/Santan TI - 51st Ave (Design: NEW)				9,000																	**9,000**
202L, South Mountain R/W																					
51st Ave - I-10 West (R/W: NEW)	5,000																				**5,000**
51st Ave - I-10 West (R/W: NEW)		13,000																			**13,000**
51st Ave - I-10 West (R/W: NEW)			16,000																		**16,000**
I-10 East/Santan TI - 51st Ave (R/W: NEW)			11,000																		**11,000**
I-10 East/Santan TI - 51st Ave (R/W: NEW)				31,000																	**31,000**
I-10 East/Santan TI - 51st Ave (R/W: NEW)					80,000																**80,000**
I-10 East/Santan TI - 51st Ave (R/W: NEW)						80,000															**80,000**
303L, Estrella Construction																					
Happy Valley Rd - I-17, Interim (Construction: NEW)		70,000	100,000																		**170,000**
Happy Valley Rd - I-17 (TI Construction at I-17: NEW)	30,000																				**30,000**
I-10 - US60, Grand Ave (Construction: NEW)					150,000																**150,000**
I-10 - US60, Grand Ave (Construction: NEW)						190,000															**190,000**
I-10 - US60, Grand Ave (Construction: NEW)							155,000														**155,000**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
US60, Grand Ave - I-17 (Construction: NEW)							110,000														**110,000**
US60, Grand Ave - I-17 (Construction: NEW)								110,000													**110,000**
US60, Grand Ave - I-17 (Construction: NEW)									85,000												**85,000**
I-10 Reliever/MC85 - I-10 (Construction: NEW)												90,000									**90,000**
I-10 Reliever/MC85 - I-10 (Construction: NEW)													90,000								**90,000**
303L, Estrella Design																					
Happy Valley Rd - I-17, Interim (Design: NEW)	14,000																				**14,000**
I-10 - US60, Grand Ave (Design: NEW)	5,000																				**5,000**
I-10 - US60, Grand Ave (Design: NEW)		10,000																			**10,000**
I-10 - US60, Grand Ave (Design: NEW)			4,500																		**4,500**
I-10 - US60, Grand Ave (Design: NEW)				4,500																	**4,500**
303L, Estrella Multi Phase																					
US60, Grand Ave - I-17 (Design & R/W: NEW)						90,000															**90,000**
I-10 Reliever/MC85 - I-10 (Design & R/W: NEW)										40,000											**40,000**
303L, Estrella R/W																					
Happy Valley Rd - I-17, Interim (R/W: NEW)	26,000																				**26,000**
I-10 - US60, Grand Ave (R/W: NEW)	10,000																				**10,000**
I-10 - US60, Grand Ave (R/W: NEW)			5,500																		**5,500**
I-10 - US60, Grand Ave (R/W: NEW)				5,500																	**5,500**
303L, Estrella R/W Protection																					
Corridor Wide R/W Protection (R/W: NEW)	2,000																				**2,000**
Riggs Rd - I-10 Reliever (R/W: NEW)																		25,000			**25,000**
Riggs Rd - I-10 Reliever (R/W: NEW)																			25,000		**25,000**
Williams Gateway Construction																					
202L, Santan - Ellsworth Rd (Construction: NEW)										113,000											**113,000**
Ellsworth Rd - Meridian Rd (Construction: NEW)														90,000							**90,000**
Williams Gateway Design																					
Ellsworth Rd - Meridian Rd (Design: NEW)									10,000												**10,000**
Williams Gateway Multi Phase																					
202L, Santan - Ellsworth Rd (Design & R/W: NEW)								20,000													**20,000**
202L, Santan - Ellsworth Rd (Design & R/W: NEW)									20,000												**20,000**
Ellsworth Rd - Meridian Rd (Design & R/W: NEW)												70,000									**70,000**
Williams Gateway R/W																					
202L, Santan - Meridian Rd (R/W Protection: NEW)	2,000																				**2,000**
202L, Santan - Meridian Rd (R/W Protection: NEW)		2,000																			**2,000**
202L, Santan - Meridian Rd (R/W Protection: NEW)			2,000																		**2,000**
202L, Santan - Meridian Rd (R/W Protection: NEW)				2,000																	**2,000**
Systemwide Programs																					
Noise Mitigation																					

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Quiet Pavement, Phase VII	9,300																				**9,300**
Quiet Pavement, Phase VIII	14,200																				**14,200**
Asphalt Rubber Noise Mitigation		21,000																			**21,000**
Noise Mitigation Projects			1,000																		**1,000**
Noise Mitigation Projects				1,000																	**1,000**
Noise Mitigation Projects					1,000																**1,000**
Noise Mitigation Projects						1,500															**1,500**
Noise Mitigation Projects							1,500														**1,500**
Noise Mitigation Projects								1,500													**1,500**
Noise Mitigation Projects									1,500												**1,500**
Noise Mitigation Projects										1,500											**1,500**
Noise Mitigation Projects											1,500										**1,500**
Noise Mitigation Projects												1,500									**1,500**
Noise Mitigation Projects													1,500								**1,500**
Noise Mitigation Projects														1,500							**1,500**
Noise Mitigation Projects															1,500						**1,500**
Noise Mitigation Projects																1,500					**1,500**
Noise Mitigation Projects																	1,500				**1,500**
Noise Mitigation Projects																		1,500			**1,500**
Noise Mitigation Projects																			1,500		**1,500**
Systemwide Construction																					
Park & Ride Lot	3,000																				**3,000**
Park & Ride Lot		3,000																			**3,000**
TI Improvements		3,300																			**3,300**
TI Improvements			3,000																		**3,000**
Ramp Meters, Various Locations (Construction)	2,500																				**2,500**
Systemwide Design & Other Programs																					
Preliminary Engineering (Management Consultants, 30% Plans Design)	18,000																				**18,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)		18,000																			**18,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)			18,000																		**18,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)				18,000																	**18,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)					13,000																**13,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)						13,000															**13,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)							12,000														**12,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)								12,000													**12,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)									12,000												**12,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)										12,000											**12,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)											12,000										**12,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)												11,000									**11,000**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Preliminary Engineering (Management Consultants, 30% Plans Design)													11,000								**11,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)														10,000							**10,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)															6,000						**6,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)																4,000					**4,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)																	3,000				**3,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)																		2,000			**2,000**
Preliminary Engineering (Management Consultants, 30% Plans Design)																			2,000		**2,000**
Preliminary Engineering (ADOT Staff)	1,200																				**1,200**
Preliminary Engineering (ADOT Staff)		1,200																			**1,200**
Preliminary Engineering (ADOT Staff)			1,200																		**1,200**
Preliminary Engineering (ADOT Staff)				1,200																	**1,200**
Preliminary Engineering (ADOT Staff)					1,200																**1,200**
Preliminary Engineering (ADOT Staff)						1,200															**1,200**
Preliminary Engineering (ADOT Staff)							1,200														**1,200**
Preliminary Engineering (ADOT Staff)								1,200													**1,200**
Preliminary Engineering (ADOT Staff)									1,200												**1,200**
Preliminary Engineering (ADOT Staff)										1,200											**1,200**
Preliminary Engineering (ADOT Staff)											1,200										**1,200**
Preliminary Engineering (ADOT Staff)												1,200									**1,200**
Preliminary Engineering (ADOT Staff)													1,200								**1,200**
Preliminary Engineering (ADOT Staff)														1,200							**1,200**
Preliminary Engineering (ADOT Staff)															1,200						**1,200**
Preliminary Engineering (ADOT Staff)																1,200					**1,200**
Preliminary Engineering (ADOT Staff)																	1,200				**1,200**
Preliminary Engineering (ADOT Staff)																		1,200			**1,200**
Preliminary Engineering (ADOT Staff)																			1,200		**1,200**
Design Change Orders	3,000																				**3,000**
Design Change Orders		3,000																			**3,000**
Design Change Orders			3,000																		**3,000**
Design Change Orders				3,000																	**3,000**
Design Change Orders					3,000																**3,000**
Design Change Orders						3,000															**3,000**
Design Change Orders							3,000														**3,000**
Design Change Orders								3,000													**3,000**
Design Change Orders									3,000												**3,000**
Design Change Orders										3,000											**3,000**
Design Change Orders											3,000										**3,000**
Design Change Orders												3,000									**3,000**
Design Change Orders													3,000								**3,000**
Design Change Orders														3,000							**3,000**
Design Change Orders															3,000						**3,000**
Design Change Orders																3,000					**3,000**
Design Change Orders																	3,000				**3,000**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Design Change Orders																		3,000			**3,000**
Design Change Orders																			3,000		**3,000**
Risk Management Indemnification	2,500																				**2,500**
Risk Management Indemnification		2,500																			**2,500**
Risk Management Indemnification			2,500																		**2,500**
Risk Management Indemnification				2,500																	**2,500**
Risk Management Indemnification					2,500																**2,500**
Risk Management Indemnification						2,500															**2,500**
Risk Management Indemnification							2,500														**2,500**
Risk Management Indemnification								2,500													**2,500**
Risk Management Indemnification									2,500												**2,500**
Risk Management Indemnification										2,500											**2,500**
Risk Management Indemnification											2,500										**2,500**
Risk Management Indemnification												2,500									**2,500**
Risk Management Indemnification													2,500								**2,500**
Risk Management Indemnification														2,500							**2,500**
Risk Management Indemnification															2,500						**2,500**
Risk Management Indemnification																2,500					**2,500**
Risk Management Indemnification																	2,500				**2,500**
Risk Management Indemnification																		2,500			**2,500**
Risk Management Indemnification																			2,500		**2,500**
Freeway Service Patrols	635																				**635**
Freeway Service Patrols		557																			**557**
Freeway Service Patrols			747																		**747**
Freeway Service Patrols				698																	**698**
Freeway Service Patrols					876																**876**
Design Funding for FY2011 &2012 Construction Projects			4,072																		**4,072**
DCR/EIS Study for Future Projects			1,000																		**1,000**
Bottleneck Project Scoping		500																			**500**
Systemwide Maintenance																					
Maintenance (Landscape, litter & sweep)	6,000																				**6,000**
Maintenance (Landscape, litter & sweep)		10,000																			**10,000**
Maintenance (Landscape, litter & sweep)			11,000																		**11,000**
Maintenance (Landscape, litter & sweep)				12,000																	**12,000**
Maintenance (Landscape, litter & sweep)					13,000																**13,000**
Maintenance (Landscape, litter & sweep)						13,000															**13,000**
Maintenance (Landscape, litter & sweep)							14,000														**14,000**
Maintenance (Landscape, litter & sweep)								14,000													**14,000**
Maintenance (Landscape, litter & sweep)									15,000												**15,000**
Maintenance (Landscape, litter & sweep)										15,000											**15,000**
Maintenance (Landscape, litter & sweep)											15,000										**15,000**
Maintenance (Landscape, litter & sweep)												16,000									**16,000**
Maintenance (Landscape, litter & sweep)													16,000								**16,000**
Maintenance (Landscape, litter & sweep)														16,000							**16,000**
Maintenance (Landscape, litter & sweep)															16,000						**16,000**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Maintenance (Landscape, litter & sweep)																17,000					**17,000**
Maintenance (Landscape, litter & sweep)																	18,000				**18,000**
Maintenance (Landscape, litter & sweep)																		18,000			**18,000**
Maintenance (Landscape, litter & sweep)																			18,000		**18,000**
Systemwide Multi Phase																					
FMS Preservation	720																				**720**
FMS Preservation		720																			**720**
FMS Preservation			720																		**720**
FMS Preservation				720																	**720**
FMS Preservation					720																**720**
FMS Rehabilitation			400																		**400**
FMS Rehabilitation				3,600																	**3,600**
Freeway Management System Projects					1,270																**1,270**
Freeway Management System Projects						7,000															**7,000**
Freeway Management System Projects							7,000														**7,000**
Freeway Management System Projects								7,000													**7,000**
Freeway Management System Projects									7,000												**7,000**
Freeway Management System Projects										10,000											**10,000**
Freeway Management System Projects											10,000										**10,000**
Freeway Management System Projects												5,000									**5,000**
Freeway Management System Projects													5,000								**5,000**
Freeway Management System Projects														5,000							**5,000**
Freeway Management System Projects															10,000						**10,000**
Freeway Management System Projects																5,000					**5,000**
Freeway Management System Projects																	10,000				**10,000**
Freeway Management System Projects																		5,000			**5,000**
Freeway Management System Projects																			14,000		**14,000**
Systemwide R/W																					
R/W Advance Acquisition	5,000																				**5,000**
R/W Advance Acquisition		5,000																			**5,000**
R/W Advance Acquisition			5,000																		**5,000**
R/W Advance Acquisition				5,000																	**5,000**
R/W Advance Acquisition					5,000																**5,000**
R/W Advance Acquisition						5,000															**5,000**
R/W Advance Acquisition							5,000														**5,000**
R/W Advance Acquisition								5,000													**5,000**
R/W Advance Acquisition									5,000												**5,000**
R/W Advance Acquisition										5,000											**5,000**
R/W Advance Acquisition											5,000										**5,000**
R/W Advance Acquisition												5,000									**5,000**
R/W Advance Acquisition													5,000								**5,000**
R/W Advance Acquisition														5,000							**5,000**
R/W Advance Acquisition															2,000						**2,000**
R/W Advance Acquisition																2,000					**2,000**
R/W Advance Acquisition																	1,000				**1,000**

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
R/W Plans & Titles	2,500																				**2,500**
R/W Plans & Titles		2,500																			**2,500**
R/W Plans & Titles			2,500																		**2,500**
R/W Plans & Titles				2,500																	**2,500**
R/W Plans & Titles					2,500																**2,500**
R/W Plans & Titles						2,500															**2,500**
R/W Plans & Titles							2,500														**2,500**
R/W Plans & Titles								2,500													**2,500**
R/W Plans & Titles									2,500												**2,500**
R/W Plans & Titles										2,500											**2,500**
R/W Plans & Titles											2,500										**2,500**
R/W Plans & Titles												2,500									**2,500**
R/W Plans & Titles													2,500								**2,500**
R/W Plans & Titles														2,500							**2,500**
R/W Plans & Titles															2,500						**2,500**
R/W Plans & Titles																2,500					**2,500**
R/W Plans & Titles																	2,500				**2,500**
R/W Plans & Titles																		1,000			**1,000**
R/W Plans & Titles																			1,000		**1,000**
R/W Property Management	500																				**500**
R/W Property Management		500																			**500**
R/W Property Management			500																		**500**
R/W Property Management				500																	**500**
R/W Property Management					500																**500**
R/W Property Management						500															**500**
R/W Property Management							500														**500**
R/W Property Management								500													**500**
R/W Property Management									500												**500**
R/W Property Management										500											**500**
R/W Property Management											500										**500**
R/W Property Management												500									**500**
R/W Property Management													500								**500**
R/W Property Management														500							**500**
R/W Property Management															500						**500**
R/W Property Management																500					**500**
R/W Property Management																	500				**500**
R/W Property Management																		500			**500**
R/W Property Management																			500		**500**
TOTAL PROGRAM	681,920	409,841	591,539	604,178	820,846	480,790	628,600	529,842	365,996	380,020	449,480	430,200	383,200	308,200	293,600	475,900	545,800	557,600	551,200	0	**9,488,752**

Appendix B

Arterial Street Life Cycle Program

Draft Arterial Life Cycle Program

FY 2007-2026 (In Millions - 2006 Dollars)

Arterial Life Cycle Program KEY
FY07 - FY26 funds are expressed in 2006$. All Regional Reimbursement Funds are expressed in millions. The jurisdiction listed in the first column is the Lead Agency.
Remn. Reg. Budg. 2006$ - Remaining Regional Budget in 2006 dollars
RARF - Regional Area Road Fund
STP-MAG - Surface Transportation Program funds
CMAQ - Congestion Mitigation and Air Quality
FY - Fiscal Year (July 1 - June 30) - RARF, Fiscal Year (Oct 1 - Sept 30) - STP & CMAQ
DES – project design
ROW – project right of way acquisition
CONST – project construction
A – project has been advanced from its original phase in the RTP
D – project has been deferred from its original phase in the RTP
E – project has either been advanced or deferred and the money has been exchanged with another project that has been either advanced or deferred

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Chandler																										
Arizona Ave/Chandler Blvd: Intersection Improvement	AII-ARZ-30-03	3.464				A																				
			RARF	DES	2004	A								0.183												
			RARF	ROW	2005	A								1.610												
			RARF	CONST	2006	A								1.671												
Arizona Ave/Elliot: Intersection Improvement	AII-ARZ-10-03	3.464				A																				
			RARF	DES	2003	A																0.200				
			RARF	ROW	2006	A																0.868				
			RARF	CONST	2006	A																2.396				
Arizona Ave/Ray Rd: Intersection Improvement	AII-ARZ-20-03	3.464				A																				
			RARF	DES	2005	A	0.200																			
			RARF	ROW	2006	A	0.868																			
			RARF	CONST	2007	A	2.396																			
Arizona Ave: Ocotillo to Hunt Hwy	ACI-ARZ-10-03	5.699																								
			RARF	DES	2011						0.350															
			RARF	ROW	2012							1.822														
			RARF	CONST	2012							3.527														
Chandler Blvd/Alma School: Intersection Improvements	AII-CHN-10-03	3.464																								
			RARF	DES	2008			0.330																		
			RARF	ROW	2009				0.888																	
			RARF	CONST	2010					2.246																
Chandler Blvd/Dobson: Intersection Improvements	AII-CHN-20-03	3.407				A																				
			RARF	DES	2005	A																				
			RARF	ROW	2007		1.263																			
			RARF	CONST	2008			2.144																		
Chandler Blvd/Kyrene: Intersection Improvements	AII-CHN-30-03	3.464																								
			RARF	DES	2012							0.167														
			RARF	ROW	2013								0.524													
			RARF	CONST	2014									2.773												

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Gilbert Rd: SR-202L to Hunt Hwy	**ACI-GIL-10-03**	19.220				A																				
Gilbert Rd: SR-202L to Queen Creek Rd	ACI-GIL-10-03-A		RARF	DES	2007	A																0.334				
Gilbert Rd: SR-202L to Queen Creek Rd			RARF	ROW	2007	A																1.215				
Gilbert Rd: SR-202L to Queen Creek Rd			RARF	CONST	2008	A																4.768				
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	ACI-GIL-10-03-B		RARF	DES	2009	A															0.721					
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd			RARF	ROW	2010	A															3.105					
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd			RARF	CONST	2011	A															3.579					
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ACI-GIL-10-03-C		RARF	DES	2009	A																	0.349			
Gilbert Rd: Chandler Heights Rd to Hunt Hwy			RARF	ROW	2010	A																	0.987			
Gilbert Rd: Chandler Heights Rd to Hunt Hwy			RARF	CONST	2011	A																	4.162			
Kyrene Rd/Ray Rd: Intersection Improvement	AII-KYR-10-03	3.464				A																				
			RARF	DES	2013	A																			0.167	
			RARF	ROW	2014	A																			0.524	
			RARF	CONST	2015	A																			2.773	
Price Rd: SR-202L to I-10	**ACI-PRC-10-03**	51.402																								
Price Rd (Extension): SR-202L to I-10			STP-MAG		2016											10.280										
Price Rd (Extension): SR-202L to I-10			STP-MAG		2017												10.280									
Price Rd (Extension): SR-202L to I-10			STP-MAG		2018													10.280								
Price Rd (Extension): SR-202L to I-10			STP-MAG		2018														10.281							
Price Rd (Extension): SR-202L to I-10			STP-MAG		2019															10.281						
Ray/Alma School: Intersection Improvements	AII-RAY-10-03	3.464																								
			RARF	DES	2007		0.363																			
			RARF	ROW	2008			1.716																		
			RARF	CONST	2009				1.385																	
Ray/Dobson: Intersection Improvements	AII-RAY-20-03	3.464				A																				
			RARF	DES	2010	A					0.243															
			RARF	ROW	2011	A					0.683															
			RARF	CONST	2012							2.538														
Ray/McClintock: Intersection Improvements	AII-RAY-40-03	3.464				A																				
			RARF	DES	2009	A					0.414															
			RARF	ROW	2010	A					0.391															
			RARF	CONST	2011	A					2.659															
Ray/Rural: Intersection Improvements	AII-RAY-50-03	3.464																								
			RARF	DES	2011						0.175															

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/D/E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			RARF	ROW	2012							0.501														
			RARF	CONST	2013								2.788													
CHANDLER/GILBERT																										
Queen Creek Rd: Arizona Ave to Power Rd	ACI-QNC-10-03	34.752				A																				
CHAND.Queen Creek Rd: Arizona Ave to McQueen Rd	ACI-QNC-10-03-A		RARF	DES, ROW	2005	A						0.934														
Queen Creek Rd: Arizona Ave to McQueen Rd			RARF	CONST	2007	A						3.092														
CHAND. Queen Creek Rd: McQueen Rd to Lindsay Rd	ACI-QNC-10-03-B		RARF	DES	2009	A						0.566														
Queen Creek Rd: McQueen Rd to Lindsay Rd			RARF	ROW	2009	A						3.206														
Queen Creek Rd: McQueen Rd to Lindsay Rd			RARF	CONST	2010						7.387															
GILBERT Queen Creek Rd: Lindsay Rd to Power Rd	ACI-QNC-10-03-C		RARF	DES	2011						1.158															
Queen Creek Rd: Lindsay Rd to Power Rd			RARF	ROW	2012							9.239														
Queen Creek Rd: Lindsay Rd to Power Rd			RARF	CONST	2013								9.170													
FOUNTAIN HILLS																										
Shea Blvd: Palisades Blvd to Saguaro Blvd	ACI-SHA-10-03	5.587																								
			RARF	DES	2008			0.782																		
			RARF	ROW	2009				1.397																	
			RARF	CONST	2010					3.408																
GILBERT																										
Elliot/Cooper: Intersection Improvements	AII-ELT-3003	3.464				E																				
			RARF	DES	2011	E					0.216															
			RARF	ROW	2012	E						0.760														
			RARF	CONST	2013	E							2.488													
Elliot/Gilbert: Intersection Improvements	AII-ELT-4003	3.464																								
			RARF	DES	2016											0.230										
			RARF	ROW	2017												3.234									
			RARF	CONST	2018																					
Elliot/Greenfield: Intersection Improvements	AII-ELT-1003	3.464																								
			RARF	DES	2021																0.228					
			RARF	ROW	2022																	1.520				
			RARF	CONST	2023																		1.716			
Elliot/Higley: Intersection Improvements	AII-ELT-2003	3.464																								
			RARF	DES	2021																0.145					
			RARF	ROW	2022																	0.586				
			RARF	CONST	2023																		2.000			
			RARF	SAVINGS	2023																		0.733			
Elliot/Val Vista: Intersection Improvements	AII-ELT-5003	3.464																								
			RARF	DES	2021																0.171					
			RARF	ROW	2022																	0.493				
			RARF	CONST	2023																		2.800			
Germann Rd: Gilbert to Power Rd	ACI-GER-20-03	20.337																								
			RARF	DES	2008			1.105																		

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			RARF	ROW	2009				7.597	7.597																
			RARF	CONST	2010					4.038																
Greenfield Rd: Elliot Rd to Warner Rd	ACI-GRN-10-03	3.799																								
			RARF	DES	2021																0.380					
			RARF	ROW	2022																	1.140				
			RARF	CONST	2023																		2.279			
Guadalupe/Cooper: Intersection Improvements	All-GUD-30-03	3.464				E																				
			RARF	DES	2011	E					0.241															
			RARF	ROW	2012	E						1.302														
			RARF	CONST	2013	E							1.921													
Guadalupe/Gilbert: Intersection Improvements	All-GUD-40-03	3.464																								
			RARF	DES	2008			0.173																		
			RARF	ROW	2009				1.158																	
			RARF	CONST	2010					1.928																
			RARF	SAVINGS	2010					0.205																
Guadalupe/Greenfield: Intersection Improvements	All-GUD-10-03	3.464																								
			RARF	DES	2021																0.185					
			RARF	ROW	2022																	0.470				
			RARF	CONST	2023																		2.700			
			RARF	SAVINGS																			0.109			
Guadalupe/Power: Intersection Improvements	All-GUD-20-03	3.464																								
			RARF	DES	2021																0.707					
			RARF	ROW	2022																	1.591				
			RARF	CONST	2023																		1.166			
Guadalupe/Val Vista: Intersection Improvements	All-GUD-50-03	3.464																								
			RARF	DES	2016											0.175										
			RARF	ROW	2017												0.539									
			RARF	CONST	2018													2.482								
			RARF	SAVINGS														0.268								
Power Rd: Galveston to Chandler Heights	**ACI-PWR-10-03**	18.996																								
Power: Galveston to Pecos	ACI-PWR-10-03-A		RARF	DES	2011	A															0.950					
Power: Galveston to Pecos			RARF	ROW	2012	A																2.375				
Power: Galveston to Pecos			RARF	CONST	2013	A																	6.174			
Power: Pecos to Chandler Heights	ACI-PWR-10-03-B		RARF	DES	2022																	0.950				
Power: Pecos to Chandler Heights			RARF	ROW	2023																		2.375			
Power: Pecos to Chandler Heights			RARF	CONST	2024																			6.172		
Ray Rd: Val Vista Rd to Power Rd	ACI-RAY-10-03	15.309																								
			STP-MAG	DES	2023																		1.069			
			STP-MAG	ROW	2024																			1.158		
			STP-MAG	CONST	2025																				12.301	
			STP-MAG	SAVINGS	2025																				0.782	
Ray/Gilbert: Intersection Improvements	All-RAY-30-03	3.464																								
			RARF	DES	2016											0.202										
			RARF	ROW	2017												0.796									

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			RARF	CONST	2018													2.247								
			RARF	SAVINGS														0.219								
Val Vista Rd: Warner Rd to Pecos Rd	ACI-VAL-20-03	10.169				E																				
			RARF	DES	2004	E	3.464																			
			RARF	ROW	2005	E		3.464																		
			RARF	CONST	2005/2006	E								3.241												
Warner/Cooper: Intersection Improvements	AII-WNR-10-03	3.275																								
			RARF	DES	2006																					
			RARF	ROW	2007		1.127																			
			RARF	CONST	2008			2.148																		
Warner/Greenfield: Intersection Improvements	AII-WNR-20-03	3.464																								
			RARF	DES	2012							0.306														
			RARF	ROW	2013								0.941													
			RARF	CONST	2014									2.217												
Maricopa County																										
Dobson Rd: Bridge over Salt River	ACI-DOB-10-03	17.097																								
				DCR	2007																					
				EA	2008																					
			RARF	DES	2015										3.024											
			RARF	ROW	2015										3.728											
			RARF	CONST	2015										10.345											
El Mirage Rd: Bell Rd to Jomax Rd	ACI-ELM-10-03	17.991				A																				
			RARF	DES	2004	A																				
			RARF	Re-DES	2007	A										1.315										
			RARF	ROW	2016											4.238										
			RARF	CONST	2017												6.219	6.219								
El Mirage Rd: Thunderbird Rd to Northern Ave	ACI-ELM-30-03	15.420																								
				STUDY	2006																					
			RARF	DES	2016											1.542										
			RARF	ROW	2017												4.615									
			RARF	CONST	2018													9.263								
Gilbert Rd: Bridge over Salt River	ACI-GIL-20-03	12.850																								
				DCR	2007																					
				EA	2008																					
			STP-MAG	DES	2015										1.560											
			STP-MAG	ROW	2015										1.887											
			STP-MAG	CONST	2015										8.956											
			RARF	CONST	2015										0.447											
Jomax Rd: SR-303L to Sun Valley Parkway	ACI-JMX-10-03	18.996																								
			RARF	ROW	2017												9.498									
			RARF	ROW	2018													9.498								
McKellips Rd: Bridge over Salt River	ACI-MCK-30-03	12.850																								
				DCR	2007																					
				EA	2008																					
			RARF	ROW	2015										2.459											
			RARF	CONST	2015										10.391											
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	ACI-MCK-40-03	36.205																								
			STP-MAG	DES	2013								0.482													
			STP-MAG	ROW	2014									0.734												

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			STP-MAG	CONST	2015										6.683											
			RARF	SAVINGS																						28.306
Northern Pkwy: Grand Ave to SR-303L	**ACI-NOR-30-03**	55.871																								
Northern Pkwy (Phase A1A): US-60 (Grand Ave.) to SR-303L			STP-MAG	PRE-DES/DES	2007		3.464																			
Northern Pkwy (Phase A1A): Dysart Rd to SR-303L			STP-MAG	ROW	2007		15.552																			
Northern Pkwy (Phase A1A): Dysart Rd to SR-303L			STP-MAG	Interim CONST	2008			12.044																		
Northern Pkwy (Phase A1A): Dysart Rd to SR-303L			RARF	Interim CONST	2008			0.639																		
Northern Pkwy (Phase A1A): Dysart Rd to SR-303L			STP-MAG	Interim CONST	2009				6.010																	
Northern Pkwy (Phase A2): US-60 (Grand Ave) to Dysart Rd			STP-MAG	Protect ROW & CONST	2009				6.010																	
Northern Pkwy (Phase A2): US-60 (Grand Ave) to Dysart Rd			RARF	Protect ROW & CONST	2009				0.639																	
Northern Pkwy (Phase A2): US-60 (Grand Ave) to Dysart Rd			STP-MAG	Protect ROW & CONST	2010					11.513																
Northern Pkwy: US-60 (Grand Ave) to SR-101L	ACI-NOR-10-03	78.220																								
			STP-MAG	CONST	2016											11.143										
			STP-MAG	CONST	2017												20.198									
			STP-MAG	CONST	2018													18.766								
			STP-MAG	CONST	2019														16.195							
			STP-MAG	CONST	2020															11.918						
Northern Pkwy: SR-101L to SR-303L.	ACI-NOR-20-03	79.672																								
			STP-MAG	CONST	2021																16.402					
			STP-MAG	CONST	2022																	12.742				
			STP-MAG	CONST	2023																		13.659			
			STP-MAG	CONST	2024																			19.168		
			STP-MAG	CONST	2025																				17.701	
MESA/M.C.																										
Power Rd: Baseline Rd to Galveston	**ACI-PWR-20-03**	16.521																								
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston	ACI-PWR-20-03-A		RARF	PRE DES	2006	E																				
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston			RARF	DES	2007	E	0.603																			
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston			RARF	ROW	2007	E	1.856																			

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/D/E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston			RARF	CONST	2008	E		6.826																		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	ACI-PWR-20-03-B		RARF	DES	2007	E	0.724																			
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)			RARF	ROW	2007	E	1.809																			
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)			RARF	CONST	2007	E	2.481	2.222																		
MESA																										
Baseline Rd: Power Rd to Meridian Rd	**ACI-BSL-10-03**	16.426				A																				
Baseline Rd: Power Rd to Ellsworth Rd	ACI-BSL-10-03-A		RARF	DES	2014	A																			0.839	
Baseline Rd: Power Rd to Ellsworth Rd			RARF	ROW	2015	A																			2.517	
Baseline Rd: Power Rd to Ellsworth Rd			RARF	CONST	2016	A																			4.681	
Baseline Rd: Ellsworth Rd to Meridian Rd	ACI-BSL-10-03-B		RARF	DES	2017	A																			0.839	
Baseline Rd: Ellsworth Rd to Meridian Rd			RARF	ROW	2018	A																			2.517	
Baseline Rd: Ellsworth Rd to Meridian Rd			RARF	CONST	2019	A																			5.033	
Broadway Rd: Dobson Rd to Country Club Dr	ACI-BDW-10-03	6.627																								
			RARF	PRE-DES	2006																					
			RARF	DES	2007		0.284																			
			RARF	ROW	2008			2.730																		
			RARF	CONST	2009				3.613																	
Country Club/University: Intersection Improvements	AII-CCB-10-03	2.570				A																				
			RARF	PRE-DES	2006	A											0.062									
			RARF	DES	2007	A											0.062									
			RARF	ROW	2008	A											0.966									
			RARF	CONST	2009	A											1.231									
			RARF	SAVINGS	2009												0.249									
Country Club/Brown: Intersection Improvements	AII-CCB-20-03	2.570				A																				
			RARF	DES	2010	A															0.258					
			RARF	ROW	2011	A															0.774					
			RARF	CONST	2012	A															1.538					
Crismon Rd: Broadway to Germann Rd	**ACI-CRS-10-03**	33.746				A																				
Crismon Rd: Broadway to Guadalupe	ACI-CRS-10-03-A		RARF	DES	2014	A																		1.150		
Crismon Rd: Broadway to Guadalupe			RARF	ROW	2015	A																		3.449		
Crismon Rd: Broadway to Guadalupe			RARF	CONST	2016	A																		6.898		
Crimson Rd: Guadalupe to Ray	ACI-CRS-10-03-B		RARF	DES	2016	A																				1.116
Crimson Rd: Guadalupe to Ray			RARF	ROW	2017	A																				3.348
Crimson Rd: Guadalupe to Ray			RARF	CONST	2018	A																				6.695
Crimson Rd: Ray to Germann	ACI-CRS-10-03-C		RARF	DES	2018	A																				1.116

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Crimson Rd: Ray to Germann			RARF	ROW	2019	A																				3.348
Crimson Rd: Ray to Germann			RARF	CONST	2020	A																				6.626
Dobson/Guadalupe: Intersection Improvements	AII-DOB-10-03	2.500																								
			RARF	PRE-DES	2006																					
			RARF	DES	2007		0.070																			
			RARF	ROW	2008			0.480																		
			RARF	CONST	2009				1.402																	
			RARF	SAVINGS					0.548																	
Dobson/University: Intersection Improvements	AII-DOB-20-03	2.570				A																				
			RARF	DES	2009	A														0.258						
			RARF	ROW	2010	A														0.774						
			RARF	CONST	2011	A														1.538						
Elliot Rd: Power Rd to Meridian Rd	**ACI-ELT-10-03**	16.650																								
Elliot Rd: Power Rd to Ellsworth Rd	ACI-ELT-10-03-A		STP-MAG	DES	2021																0.839					
Elliot Rd: Power Rd to Ellsworth Rd			STP-MAG	ROW	2022																	2.517				
Elliot Rd: Power Rd to Ellsworth Rd			STP-MAG	CONST	2023																		4.905			
Elliot Rd: Ellsworth Rd to Meridian Rd	ACI-ELT-10-03-B		STP-MAG	DES	2023																		0.839			
Elliot Rd: Ellsworth Rd to Meridian Rd			STP-MAG	ROW	2024																			2.517		
Elliot Rd: Ellsworth Rd to Meridian Rd			STP-MAG	CONST	2025																				5.033	
Germann: Ellsworth Rd to Signal Butte Rd	ACI-GER-10-03	11.509				A																				
			RARF	DES	2019	A															1.162					
			RARF	ROW	2020	A															3.378					
			RARF	CONST	2021																6.969					
Gilbert/University: Intersection Improvements	AII-GIL-10-03	2.570				A																				
			RARF	DES	2005	A															0.176					
			RARF	ROW	2006	A															0.464					
			RARF	CONST	2007	A															1.930					
Greenfield Rd: University Rd to Baseline Rd	**ACI-GRN-20-03**	9.569																								
Greenfield Rd:Baseline Rd to Southern	ACI-GRN-20-03-A		RARF	DES	2006																					
Greenfield Rd:Baseline Rd to Southern			RARF	ROW	2007		1.025																			
Greenfield Rd:Baseline Rd to Southern			RARF	CONST	2008			3.767																		
Greenfield Rd: Southern to University Rd	ACI-GRN-20-03-B		RARF	PRE-DES	2007		0.345																			
Greenfield Rd: Southern to University Rd.			RARF	DES	2008			0.345																		
Greenfield Rd: Southern to University Rd.			RARF	ROW	2009				1.258																	
Greenfield Rd: Southern to University Rd.			RARF	CONST	2010					2.829																
Guadalupe Rd: Power Rd to Meridian Rd	**ACI-GUD-10-03**	21.231				A																				
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A		RARF	DES	2009	A								0.723												
Guadalupe Rd: Power Rd to Hawes Rd			RARF	ROW	2010	A								2.168												

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/D/E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Guadalupe Rd: Power Rd to Hawes Rd			RARF	CONST	2011						4.337															
Guadalupe Rd: Hawes Rd to Crimson	ACI-GUD-10-03-B		RARF	DES	2011						0.723															
Guadalupe Rd: Hawes Rd to Crimson			RARF	ROW	2012							2.168														
Guadalupe Rd: Hawes Rd to Crimson			RARF	CONST	2013								4.337													
Guadalupe Rd: Crimson to Meridian	ACI-GUD-10-03-C		RARF	DES	2013								0.723													
Guadalupe Rd: Crimson to Meridian			RARF	ROW	2014									2.168												
Guadalupe Rd: Crimson to Meridian			RARF	CONST	2015										3.884											
Hawes Rd: Broadway Rd to Ray Rd	**ACI-HWS-10-03**	19.108				A																				
Hawes Rd: Broadway to Baseline	ACI-HWS-10-03-A		STP-MAG	DES	2020	A															0.658					
Hawes Rd: Broadway to Baseline			STP-MAG	ROW	2021																1.975					
Hawes Rd: Broadway to Baseline			STP-MAG	CONST	2022																	3.335				
Hawes Rd: Broadway to Baseline			RARF	CONST	2022																	0.614				
Hawes Rd:Baseline to Elliot	ACI-HWS-10-03-B		RARF	DES	2022																	0.639				
Hawes Rd:Baseline to Elliot			STP-MAG	ROW	2023																		1.917			
Hawes Rd:Baseline to Elliot			STP-MAG	CONST	2024																			3.833		
Hawes Rd: Elliot to Santan Freeway	ACI-HWS-10-03-C		STP-MAG	DES	2023																		0.233			
Hawes Rd: Elliot to Santan Freeway			STP-MAG	ROW	2024																			1.400		
Hawes Rd: Elliot to Santan Freeway			STP-MAG	CONST	2024																				2.333	
Hawes Rd: Santan Freeway to Ray	ACI-HWS-10-03-D		RARF	DES	2009	A																			0.233	
Hawes Rd: Santan Freeway to Ray			RARF	ROW	2009	A																			1.400	
Hawes Rd: Santan Freeway to Ray			RARF	CONST	2010	A																			0.538	
Higley Rd Parkway: US 60 to SR-202L widening	**ACI-HIG-10-03**	15.420																								
Higley Rd Parkway: SR-202L to Brown Rd	ACI-HIG-10-03-A		RARF	DES	2017												0.774									
Higley Rd Parkway: SR-202L to Brown Rd			RARF	ROW	2018													2.323								
Higley Rd Parkway: SR-202L to Brown Rd			RARF	CONST	2019														4.613							
Higley Rd Parkway: Brown Rd to US-60	ACI-HIG-10-03-B		RARF	DES	2018													0.774								
Higley Rd Parkway: Brown Rd to US-60			RARF	ROW	2019														2.323							
Higley Rd Parkway: Brown Rd to US-60			RARF	CONST	2020															4.613						
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	**ACI-HIG-10-03**	25.589				A																				
			RARF	DES	2015	A										2.581										
			RARF	ROW	2016											7.744										
			RARF	CONST	2017												7.632	7.632								
Lindsay/Brown: Intersection Improvements	AII-LND-10-03	2.570				A																				

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			RARF	DES	2010	A																		0.258		
			RARF	ROW	2011	A																		0.774		
			RARF	CONST	2012	A																		1.538		
McKellips Rd: E of Sossaman to Meridian Rd	**ACI-MCK-10-03**	18.326																								
McKellips Rd: E of Sossaman to Crismon	ACI-MCK-10-03-A		STP-MAG	DES	2021																1.105					
McKellips Rd: E of Sossaman to Crismon			STP-MAG	ROW	2022																	3.314				
McKellips Rd: E of Sossaman to Crismon			STP-MAG	CONST	2023																		6.629			
McKellips Rd: Crismon to Meridian	ACI-MCK-10-03-B		STP-MAG	DES	2023																		0.737			
McKellips Rd: Crismon to Meridian			STP-MAG	ROW	2024																			2.210		
McKellips Rd: Crismon to Meridian			STP-MAG	CONST	2025																				4.331	
McKellips Rd: Gilbert Rd to Power Rd	**ACI-MCK-20-03**	20.002				D																				
Corridor Study			RARF	Study	2006																					
McKellips Rd: Gilbert Rd to Val Vista Dr	ACI-MCK-20-03-A		RARF	DES	2007		0.305																			
McKellips Rd: Gilbert Rd to Val Vista Dr			RARF	ROW	2007		1.155																			
McKellips Rd: Gilbert Rd to Val Vista Dr			RARF	CONST	2008			3.138																		
McKellips Rd: Val Vista Dr to Higley Rd	ACI-MCK-20-03-B		RARF	PRE-DES	2007		0.340																			
McKellips Rd: Val Vista Dr to Higley Rd			RARF	DES	2008			0.340																		
McKellips Rd: Val Vista Dr to Higley Rd			RARF	ROW	2009				0.647																	
McKellips Rd: Val Vista Dr to Higley Rd			RARF	CONST	2010					6.790																
McKellips Rd: Higley Rd to Power Rd	ACI-MCK-20-03-C		RARF	PRE-DES	2010					0.347																
McKellips Rd: Higley Rd to Power Rd			RARF	DES	2011	D					0.317															
McKellips Rd: Higley Rd to Power Rd			RARF	ROW	2012	D						1.993														
McKellips Rd: Higley Rd to Power Rd			RARF	CONST	2013	D							3.986													
			RARF	SAVINGS	2013								0.644													
Meridian Rd: Baseline Rd to Germann Rd	**ACI-MER-10-03**	26.930			ADV																					
Meridian Rd: Baseline Rd to Ray Rd	ACI-MER-10-03-A		RARF	DES	2015	A										1.549										
Meridian Rd: Baseline Rd to Ray Rd			RARF	ROW	2016											4.646										
Meridian Rd: Baseline Rd to Ray Rd			RARF	CONST	2017												9.293									
Meridian Rd: Ray Rd to Germann Rd	ACI-MER-10-03-B		RARF	DES	2017												1.162									
Meridian Rd: Ray Rd to Germann Rd			RARF	ROW	2018													3.485								
Meridian Rd: Ray Rd to Germann Rd			RARF	CONST	2019														6.795							
Mesa Dr: Broadway Rd to US 60	ACI-MES-10-03	8.604																								
			RARF	PRE-DES	2007		0.180																			
			RARF	DES	2008			0.180																		
			RARF	ROW	2009				4.402																	

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			RARF	CONST	2010					3.595																
			RARF	SAVINGS						0.247																
Pecos Rd: Ellsworth Rd to Meridian Rd	ACI-PEC-10-03	11.621				D																				
			RARF	DES	2012	D						1.162														
			RARF	ROW	2013	D							3.485													
			RARF	CONST	2014	D								6.969												
			RARF	SAVINGS	2014									0.005												
Ray Rd: Sossaman Rd to Meridian Rd	**ACI-RAY-20-03**	23.131				A																				
Ray Rd: Sossaman Rd to Ellsworth Rd	ACI-RAY-20-03-A		RARF	DES	2009	A																		0.368		
Ray Rd: Sossaman Rd to Ellsworth Rd			RARF	ROW	2009	A																		3.973		
Ray Rd: Sossaman Rd to Ellsworth Rd			RARF	CONST	2010	A																		5.254		
Ray Rd: Ellsworth Rd to Meridian Rd	ACI-RAY-20-03-B		RARF	DES	2023																		1.394			
Ray Rd: Ellsworth Rd to Meridian Rd			RARF	ROW	2024																			4.182		
Ray Rd: Ellsworth Rd to Meridian Rd			RARF	CONST	2025																				7.960	
Signal Butte Rd: Broadway Rd to Pecos Rd	**ACI-SGB-10-03**	30.394				A																				
Signal Butte Rd: Broadway Rd to Elliot Rd	ACI-SGB-10-03-A		STP-MAG	DES	2020	A															1.549					
Signal Butte Rd: Broadway Rd to Elliot Rd			STP-MAG	ROW	2021																4.646					
Signal Butte Rd: Broadway Rd to Elliot Rd			STP-MAG	CONST	2022																	9.293				
Signal Butte Rd: Elliot Rd to Pecos Rd	ACI-SGB-10-03-B		STP-MAG	DES	2022																	1.549				
Signal Butte Rd: Elliot Rd to Pecos Rd			STP-MAG	ROW	2023																		4.646			
Signal Butte Rd: Elliot Rd to Pecos Rd			STP-MAG	CONST	2024																			8.711		
Southern Ave: Country Club Dr to Recker Rd	**ACI-SOU-10-03**	28.271				E																				
Southern Ave: Country Club to Recker			RARF	STUDY	2006																					
Southern Ave: Country Club Dr to Stapley Dr	ACI-SOU-10-03-A		RARF	DES	2007		0.860																			
Southern Ave: Country Club Dr to Stapley Dr			RARF	ROW	2008			1.506																		
Southern Ave: Country Club Dr to Stapley Dr			RARF	CONST	2009				5.614																	
Southern Ave: Stapley Dr to Lindsay Rd	ACI-SOU-10-03-B		RARF	DES	2009				0.712																	
Southern Ave: Stapley Dr to Lindsay Rd			RARF	ROW	2010					2.137																
Southern Ave: Stapley Dr to Lindsay Rd			RARF	CONST	2011	E					4.272															
Southern Ave: Lindsay Rd to Greenfield Rd	ACI-SOU-10-03-C		RARF	DES	2011	E					0.712															
Southern Ave: Lindsay Rd to Greenfield Rd			RARF	ROW	2012	E						2.137														
Southern Ave: Lindsay Rd to Greenfield Rd			RARF	CONST	2013	E							4.272													
Southern Ave: Greenfield Rd to Recker Rd	ACI-SOU-10-03-D		RARF	DES	2013	E							0.712													
Southern Ave: Greenfield Rd to Recker Rd			RARF	ROW	2014	E								2.137												

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/D/E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Southern Ave: Greenfield Rd to Recker Rd			RARF	CONST	2015	E									3.200											
Southern Ave: Sossaman Rd to Meridian Rd	**ACI-SOU-20-03**	16.650				A																				
Southern Ave: Sossaman Rd to Crismon	ACI-SOU-20-03-A		STP-MAG	DES	2020	A															1.007					
Southern Ave: Sossaman Rd to Crismon			STP-MAG	ROW	2021																3.020					
Southern Ave: Sossaman Rd to Crismon			STP-MAG	CONST	2022																	6.040				
Southern Ave: Crismon to Meridian	ACI-SOU-20-03-B		STP-MAG	DES	2022																	0.671				
Southern Ave: Crismon to Meridian			STP-MAG	ROW	2023																		2.013			
Southern Ave: Crismon to Meridian			STP-MAG	CONST	2024																			3.897		
Stapley/University: Intersection Improvements	AII-STA-10-03	2.570				A																				
			RARF	DES	2009	A																			0.258	
			RARF	ROW	2010	A																			0.774	
			RARF	CONST	2011	A																			1.538	
Thomas Rd: Gilbert Rd to Val Vista Dr	ACI-THM-10-03	5.140																								
			RARF	DES	2007		0.346																			
			RARF	ROW	2008			1.283																		
			RARF	CONST	2009				3.460																	
			RARF	SAVINGS					0.051																	
University Dr: Val Vista Dr to Hawes Rd	**ACI-UNV-10-03**	20.002				A																				
University Dr: Val Vista Dr to Higley	ACI-UNV-10-03-A		STP-MAG	DES	2019	A															1.007					
University Dr: Val Vista Dr to Higley			STP-MAG	ROW	2020	A															3.020					
University Dr: Val Vista Dr to Higley			STP-MAG	CONST	2021																6.040					
University Dr: Higley to Hawes	ACI-UNV-10-03-B		STP-MAG	DES	2021																1.007					
University Dr: Higley to Hawes			STP-MAG	ROW	2022																	3.020				
University Dr: Higley to Hawes			STP-MAG	CONST	2023																		5.908			
Val Vista Dr: University Dr to Baseline Rd	**ACI-VAL-10-03**	10.169				A																				
Val Vista Dr:Baseline Rd to Southern	ACI-VAL-10-03-A		RARF	DES	2010	A														0.503						
Val Vista Dr:Baseline Rd to Southern			RARF	ROW	2011	A														1.510						
Val Vista Dr:Baseline Rd to Southern			RARF	CONST	2012	A														3.020						
Val Vista Dr: Southern to University	ACI-VAL-10-03-B		RARF	DES	2012	A														0.503						
Val Vista Dr: Southern to University			RARF	ROW	2013	A														1.510						
Val Vista Dr: Southern to University			RARF	CONST	2014	A														3.020						
			RARF	SAVINGS																0.103						
PEORIA																										
Beardsley Connection :SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03	21.343				E																				
			RARF	DES	2007	E					1.563															

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			RARF	ROW	2007	E					2.738	2.738														
			RARF	CONST	2008-2009	E					7.152	7.152														
Happy Valley Rd: SR-303L to 67th Avenue	**ACI-HPV-10-03**	18.996				A																				
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes	ACI-HPV-10-03-A		RARF	DES	2004	A																				
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes			RARF	ROW	2005	A																				
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes			RARF	CONST	2008	A																		6.332		
Happy Valley Rd: SR-303L to Lake Pleasant Pkwy	ACI-HPV-10-03-B		RARF	DES	2012	A																				
Happy Valley Rd: SR-303L to Lake Pleasant Pkwy			RARF	ROW	2013	A																				
Happy Valley Rd: SR-303L to Lake Pleasant Pkwy			RARF	CONST	2014	A																	6.332			
Happy Valley Rd: Terramar Blvd to 67th Ave	ACI-HPV-10-03-C		RARF	DES	2022																					
Happy Valley Rd: Terramar Blvd to 67th Ave			RARF	ROW	2022																					
Happy Valley Rd: Terramar Blvd to 67th Ave			RARF	CONST	2022																	6.332				
Lake Pleasant Parkway: Beardsley Rd and Lake Pleasant Parkway/83rd Avenue to SR-74	**ACI-LKP-10-03**	44.139																								
Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 6 lanes	ACI-LKP-10-03-A		RARF	Interim DES	2004	A					0.939															
Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 6 lanes			RARF	FINAL DES	2011						3.520															
Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 6 lanes			RARF	ROW	2012 & 2013							3.715	3.715													
Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 6 lanes			RARF	CONST	213 & 2014								5.252	5.252												
Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion	ACI-LKP-10-03-B		RARF	DES	2003	E																				
Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion			RARF	ROW	2004	E																				
Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion			RARF	FINAL DES	2003	E																				
Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion			RARF	CONST	2006	E/A	7.263					3.889	3.889													

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Lake Pleasant Pkwy: Union Hills to Dynamite Rd: 4 To 6 lanes	ACI-LKP-10-03-C		RARF	DES	2011						2.235															
Lake Pleasant Pkwy: Union Hills to Dynamite Rd: 4 To 6 lanes			RARF	ROW	2011																					
Lake Pleasant Pkwy: Union Hills to Dynamite Rd: 4 To 6 lanes			RARF	CONST	2012							4.470														
PHOENIX																										
Avenida Rio Salado: 7th St to SR-202L	ACI-RIO-10-03	41.009																								
			STP-MAG	DES	2011						3.911															
			STP-MAG	ROW	2011						5.175															
			STP-MAG	ROW	2012							9.896														
			STP-MAG	CONST	2013								7.752													
			STP-MAG	CONST	2014									14.275												
Black Mountain Parkway	ACI-BMT-10-03	20.672																								
			STP-MAG	DES	2010					2.269																
			STP-MAG	ROW	2011						4.961															
			STP-MAG	CONST	2012							5.375														
			STP-MAG	CONST	2013								8.067													
Happy Valley Rd:67th Avenue to I-17	**ACI-HPV-20-03**	15.197																								
Happy Valley: I-17 to 35th Avenue	ACI-HPV-20-03-A		RARF	DES	2003																		0.460			
Happy Valley: I-17 to 35th Avenue			RARF	ROW	2004																		0.340			
Happy Valley: I-17 to 35th Avenue			RARF	CONST	2005																		5.835			
Happy Valley: 35th Avenue to 43rd Avenue	ACI-HPV-20-03-B		RARF	DES	2007																		0.144			
Happy Valley: 35th Avenue to 43rd Avenue			RARF	ROW	2008																		0.543			
Happy Valley: 35th Avenue to 43rd Avenue			RARF	CONST	2009																		1.230			
Happy Valley: 43rd to 55th Avenue	ACI-HPV-20-03-C		RARF	DES	2007																			0.225		
Happy Valley: 43rd to 55th Avenue			RARF	ROW	2008																			0.144		
Happy Valley: 43rd to 55th Avenue			RARF	CONST	2009																			1.809		
Happy Valley: 55th to 67th Avenue	ACI-HPV-20-03-D		RARF	DES	2008																			0.225		
Happy Valley: 55th to 67th Avenue			RARF	CONST	2009																			2.170		
			RARF	SAVINGS	2024																			2.072		
Sonoran Parkway: Central to 32nd St	ACI-SON-10-03	29.947																								
			RARF	DES	2011						3.800															

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
			RARF	ROW	2012							6.023														
			RARF	CONST	2013								10.062	10.062												
SCOTTSDALE																										
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	ACI-CFR-10-03	8.604				A																				
			RARF	DES	2014	A																				
			RARF	ROW	2015	A										2.552										
			RARF	CONST	2016											6.052										
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd	**ACI-SFN-10-03**	21.343																								
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	ACI-SFN-10-03-A		RARF	DES	2007		0.651																			
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd			RARF	ROW	2007		0.579																			
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd			RARF	CONST	2007		4.244																			
SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd	ACI-SFN-10-03-B		RARF	PRE-DES	2007		0.048																			
SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd			RARF	DES	2007		0.579																			
SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd			RARF	ROW	2007		0.564																			
SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd			RARF	CONST	2008			4.341																		
			RARF	SAVINGS	2008			10.337																		
SR-101L South Frontage Roads: Hayden to Pima	ACI-SFS-10-03	12.739																								
			RARF	PRE-DES	2007		0.123																			
			RARF	DES	2008			0.559																		
			RARF	ROW	2009				5.475																	
			RARF	CONST	2010					3.911																
			RARF	SAVINGS	2010					2.671																
Miller Rd/SR-101L Underpass	ACI-MLR-10-03	12.850																								
			STP-MAG	DES	2018													1.285								
			STP-MAG	ROW	2019														3.152							
			STP-MAG	CONST	2020															8.413						
Pima Rd: Happy Valley Rd to Dynamite Blvd	ACI-PMA-20-03	21.790																								
			RARF	DES	2016											2.265										
			RARF	ROW	2017												4.775									
			RARF	CONST	2018													7.375	7.375							
Pima Rd: Thompson Peak Parkway to Happy Valley & Dynamite to Cave Creek Rd	**ACI-PMA-10-03**	76.432				A																				
Pima Rd: Thompson Peak Parkway to Pinnacle Peak	ACI-PMA-10-03-A		RARF		2006	A																				
Pima Rd: Thompson Peak Parkway to Pinnacle Peak			RARF		2006	A																				

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/D/E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Pima Rd: Thompson Peak Parkway to Pinnacle Peak			RARF		2008	A																				
Pima Rd: Pinnacle Peak to Happy Valley Rd	ACI-PMA-10-03-B		RARF	DES	2005	A																				
Pima Rd: Pinnacle Peak to Happy Valley Rd			RARF	ROW	2006	A					15.286															
Pima Rd: Pinnacle Peak to Happy Valley Rd			RARF	CONST	2007	A						15.286														
Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)	ACI-PMA-10-03-C		RARF	DES	2011								15.286													
Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)			RARF	ROW	2012									23.773												
Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)			RARF	CONST	2013/2014/2015										6.801											
Pima Rd: McKellips to Via Linda	ACI-PMA-30-03	28.159																								
			RARF	DES	2008			4.134																		
			RARF	ROW	2009				6.705																	
			RARF	CONST	2010					17.320																
Scottsdale Airport Runway Tunnel	ACI-SAT-10-03	64.475																								
			STP-MAG	CONST												12.895	12.895	12.895	12.895	12.895						
Scottsdale Rd: Thompson Peak Pkwy to Happy Valley Rd	**ACI-SCT-10-03**	12.292				A																				
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak	ACI-SCT-10-03-A		RARF	PRE DES	2006	A																				
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak			RARF	DES	2009	A																				
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak			RARF	ROW	2010	A																				
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak			RARF	CONST	2010	A																				
Scottsdale Rd: Pinnacle Peak to Happy Valley	ACI-SCT-10-03-B		RARF	DES	2013								1.676													
Scottsdale Rd: Pinnacle Peak to Happy Valley			RARF	ROW	2014									1.234												
Scottsdale Rd: Pinnacle Peak to Happy Valley			RARF	CONST	2015										9.382											
Scottsdale Rd: Happy Valley Rd to Carefree Hwy	ACI-SCT-20-03	26.148																								
			RARF	DES	2016											3.013										
			RARF	ROW	2017												5.446									
			RARF	CONST	2018/2019													7.235	10.454							
Shea Blvd: SR-101L to SR-87	**ACI-SHA-20-03**	21.343				A																				
Shea Blvd at 90th St	ACI-SHA-20-03-A		RARF	DES	2006	A																				
Shea Blvd at 90th St			RARF	CONST	2006	A																				
Shea Blvd at 92nd St	ACI-SHA-20-03-B		RARF	DES	2006	A																				
Shea Blvd at 92nd St			RARF	CONST	2006	A																				

RTP Project	RTP Code	Remn. Reg. Budg. 2006$	Fund Type	Work Phase	FY for Work	A/D/E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Shea Blvd at 96nd St	ACI-SHA-20-03-C		RARF	DES	2004	A																				
Shea Blvd at 96nd St			RARF	ROW	2003	A																				
Shea Blvd at 96nd St			RARF	CONST	2006	A																				
Shea Blvd at Via Linda St	ACI-SHA-20-03-D		RARF	DES	2006	A																				
Shea Blvd at Via Linda St			RARF	CONST	2006	A																				
Shea Blvd at 124th St	ACI-SHA-20-03-E		RARF	DES	2006	A																				
Shea Blvd at 124th St			RARF	CONST	2006	A																				
Shea Blvd at 134th St	ACI-SHA-20-03-F		RARF	DES	2007	A																	3.408			
Shea Blvd at 134th St			RARF	CONST	2007	A															4.034					
Shea Blvd - SR-101L to 96th St, ITS Improvements	ACI-SHA-20-03-G		RARF	DES	2007	A																2.168				
Shea Blvd - SR-101L to 96th St, ITS Improvements			RARF	CONST	2008	A																		11.733		
Union Hills: Hayden to Pima	ACI-UNH-10-03	12.515				A																				
			RARF	DES	2019	A																				
			RARF	ROW	2020	A																				
			RARF	CONST	2021																6.257	6.258				
MAG/MULTI-AGENCY																										
El Mirage Rd: Paradise Ln over Grand Ave to Thunderbird Rd	ACI-ELM-20-03	19.667				A																				
			RARF	STUDY	2006	A																				
			RARF	DES	2015										1.788											
			RARF	ROW	2015										3.352											
			RARF	CONST	2015										14.527											
ITS Program	AOP-ITS-10-03	55.871	CMAQ					5.375	5.261	5.286	5.312	5.338	5.364	5.390	5.416	5.442	5.469	2.218								
					TOTAL		55.131	72.108	64.234	78.338	80.868	99.301	97.536	86.585	97.831	77.865	105.392	104.465	74.083	60.860	79.388	77.397	89.791	101.617	75.072	50.554
																						TOTAL REIMBURSEMENTS				1628.416

Appendix C

Transit Life Cycle Program

DRAFT TRANSIT LIFE CYCLE PROGRAM

FY 2007-2026 (In Millions - 2006 Dollars)

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
BUS OPERATING PROJECTS																					
Existing Service Funded by RPTA																					
Local Service	3.80	3.67	2.76	2.39	2.15	2.15	2.04	1.87	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	24.08
Express/BRT Service	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	12.24
SCAT Paratransit	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	4.61
Total Existing Service	**4.65**	**4.51**	**3.60**	**3.23**	**2.99**	**2.99**	**2.88**	**2.71**	**1.12**	**1.12**	**1.12**	**1.12**	**1.11**	**1.11**	**1.11**	**1.11**	**1.11**	**1.11**	**1.11**	**1.11**	**40.93**
Supergrid Service																					
Scottsdale Road	3.65	3.65	4.25	4.25	4.25	6.65	6.65	6.65	6.65	6.65	6.65	6.65	6.65	6.65	6.65	6.65	6.65	6.65	6.65	6.65	119.79
Glendale Avenue		1.81	1.81	1.81	1.81	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98	1.98	37.01
Chandler Boulevard		1.90	1.79	1.79	1.73	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	51.22
Main Street			1.34	1.34	1.29	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	2.07	34.95
Arizona Avenue/Country Club				1.45	1.45	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	42.62
Gilbert Road				1.67	1.61	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	42.05
Baseline/Southern Dobson Extension					3.22	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	91.24
University Drive						2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	40.54
Camelback Road							1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	24.41
Broadway Avenue							2.87	2.87	2.87	2.87	2.87	2.87	2.87	2.87	2.87	2.87	2.87	2.87	2.87	2.87	40.24
Elliot Road							2.54	2.54	2.54	2.54	2.54	2.54	2.54	2.54	2.54	2.54	2.54	2.54	2.54	2.54	35.50
Alma School Rd.								2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43	31.57
Hayden/McClintock									3.41	3.41	3.41	3.41	3.41	3.41	3.41	3.41	3.41	3.41	3.41	3.41	40.94
Peoria/Shea Avenue									4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	4.11	49.31
Dysart Road									0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	7.87
59th Avenue									1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	19.30
McDowell/McKellips Road									3.72	3.72	3.72	3.72	3.72	3.72	3.72	3.72	3.72	3.72	3.72	3.72	44.66
Power Road									1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	18.48
Tatum Boulevard/44th Street										0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	6.64
Ray Road										2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	28.95
Van Buren										1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	14.40
Queen Creek Road													2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	19.61
Bell Road (via 303)													2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36	18.91
Waddell Road/Thunderbird														1.70	1.70	1.70	1.70	1.70	1.70	1.70	11.91
Thomas Road														1.67	1.67	1.67	1.67	1.67	1.67	1.67	11.67
Buckeye Road														0.36	0.36	0.36	0.36	0.36	0.36	0.36	2.54

DRAFT TRANSIT LIFE CYCLE PROGRAM

FY 2007-2026 (In Millions - 2006 Dollars)

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Indian School Road														1.15	1.15	1.15	1.15	1.15	1.15	1.15	8.04
Dunlap/Olive Avenue															1.94	1.94	1.94	1.94	1.94	1.94	11.65
99th Avenue															1.84	1.84	1.84	1.84	1.84	1.84	11.01
83rd Avenue/75th Avenue																	1.42	1.42	1.42	1.42	5.68
Litchfield Road																		2.83	2.83	2.83	8.48
Greenfield Road																		1.38	1.38	1.38	4.14
Total Supergrid	**3.65**	**7.36**	**9.19**	**12.31**	**15.37**	**27.44**	**34.59**	**37.02**	**52.07**	**56.61**	**56.61**	**56.61**	**61.42**	**66.30**	**70.08**	**70.08**	**71.50**	**75.71**	**75.71**	**75.71**	**935.34**
Rural Route Service																					
Gila Bend connector	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	6.45
Wickenburg connector	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	5.09
Total Rural Route	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**0.58**	**11.54**
BRT/Express Service																					
North Loop 101 Connector		0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	7.23
North Glendale Express		0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	8.33
Papago Freeway Connector			0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	5.37
West Loop 101 Connector			0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	3.95
East Loop 101 Connector			0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	6.08
Red Mountain Express			0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	4.30
Main Street Dedicated BRT			0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	9.58
Desert Sky Express				0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	6.04
Apache Junction Express					0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	4.64
Arizona Avenue Dedicated BRT					0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	9.40
Buckeye Express (10)					0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	3.55
Superstition Freeway Connector						0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	1.60
Pima Express							0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	3.89
Grand Avenue Limited							0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	7.55
Scottsdale/Rural BRT								0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	11.21
Peoria Express								0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	3.97
S. Central Avenue									0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	4.73
South Central Avenue Dedicated BRT										0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	4.97
Black Canyon Freeway Connector										0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	3.25
Ahwatukee Connector											0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	1.19
Santan Express												0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	8.19

DRAFT TRANSIT LIFE CYCLE PROGRAM

FY 2007-2026 (In Millions - 2006 Dollars)

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Anthem Express												0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.29
Red Mountain Freeway Connector													0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	2.37
Superstition Springs Express													0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	4.86
Deer Valley Express													0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	4.24
Avondale Express														0.35	0.35	0.35	0.35	0.35	0.35	0.35	2.48
North I-17 Express																0.34	0.34	0.34	0.34	0.34	1.70
Loop 303 Express																	0.32	0.32	0.32	0.32	1.27
SR 51 Express																	0.42	0.42	0.42	0.42	1.68
Chandler Boulevard Dedicated BRT																		0.96	0.96	0.96	2.87
Ahwatukee Express																		0.43	0.43	0.43	1.29
Total BRT/Express		**0.82**	**2.45**	**2.80**	**3.90**	**4.01**	**4.82**	**5.99**	**6.39**	**7.13**	**7.25**	**8.19**	**9.63**	**9.98**	**9.98**	**10.32**	**11.06**	**12.45**	**12.45**	**12.45**	**142.05**
Other Operating Programs																					
ADA Complementary Paratransit	7.92	8.23	8.57	8.92	9.29	9.65	10.03	10.44	10.87	11.30	11.76	12.22	12.74	13.25	13.82	14.41	14.99	15.59	16.28	9.88	230.17
Regional Customer Services	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	5.66	113.27
Total Other Operating	**13.58**	**13.90**	**14.24**	**14.58**	**14.96**	**15.32**	**15.70**	**16.10**	**16.53**	**16.96**	**17.42**	**17.89**	**18.40**	**18.91**	**19.48**	**20.07**	**20.66**	**21.25**	**21.94**	**15.54**	**343.44**
Total Bus Operating Projects	**22.46**	**27.17**	**30.05**	**33.50**	**37.79**	**50.33**	**58.57**	**62.40**	**76.68**	**82.40**	**82.97**	**84.38**	**91.14**	**96.88**	**101.24**	**102.17**	**104.91**	**111.10**	**111.79**	**105.39**	**1,473.30**
BUS CAPITAL PROJECTS																					
Fleet Acquisition																					
Buses	28.64	44.37	26.73	23.95	71.57	59.49	36.68	63.52	25.50	8.95	54.57	45.63	57.70	60.39	64.41	41.15	72.91	58.60	34.89		879.65
Rural Buses	0.12				0.47	0.13				0.47	0.13				0.54	0.13					2.00
Paratransit Buses	2.81	3.04	2.51	3.33	2.99	4.04	3.41	4.04	3.48	3.34	3.69	3.90	3.76	3.83	3.13	4.04	3.55	4.11	3.48		66.47
Commuter Vanpools	3.05	1.55	3.30	3.23	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35		46.36
Total Fleet Acquisition	**34.62**	**48.95**	**32.54**	**30.51**	**77.38**	**66.01**	**42.44**	**69.90**	**31.33**	**15.11**	**60.74**	**51.87**	**63.81**	**66.56**	**70.43**	**47.67**	**78.81**	**65.05**	**40.72**		**994.47**
Park and Rides																					
Pre-design	0.09	0.09	0.09	0.09		0.09	0.09		0.09		0.09	0.09	0.09		0.09	0.09	0.09				1.13
Design		0.25	0.25	0.25	0.25		0.25	0.25		0.25		0.25	0.25	0.25		0.25	0.25	0.25			3.20
Land Acquisition		1.40	1.40	1.40	1.40		1.40	1.40		1.40		1.40	1.40	1.40		1.40	1.40	1.40			18.17
Construction			2.48	2.48	2.48	2.48		2.48	2.48		2.48		2.48	2.48	2.48		2.48	2.48	2.48		32.29
Total Park and Rides	**0.09**	**1.73**	**4.22**	**4.22**	**4.13**	**2.57**	**1.73**	**4.13**	**2.57**	**1.64**	**2.57**	**1.73**	**4.22**	**4.13**	**2.57**	**1.73**	**4.22**	**4.13**	**2.48**		**54.80**
Transit Centers																					

DRAFT TRANSIT LIFE CYCLE PROGRAM

FY 2007-2026 (In Millions - 2006 Dollars)

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Pre-design		0.09	0.12	0.16	0.09			0.09		0.12	0.04				0.09						0.81
Design			0.25	0.37	0.48	0.25			0.25		0.37	0.11				0.25					2.34
Land Acquisition			1.43		0.99	1.86			1.43			0.99				1.43					8.11
Construction				2.59	5.23	6.31	2.59			2.59		5.23	1.08				2.59				28.21
Total Transit Centers		**0.09**	**1.80**	**3.12**	**6.79**	**8.42**	**2.59**	**0.09**	**1.68**	**2.71**	**0.41**	**6.33**	**1.08**		**0.09**	**1.68**	**2.59**				**39.48**
Operations and Maintenance Facilities																					
Pre-design					0.56	0.15		0.17			0.16	0.08						0.56			1.68
Design					1.68	0.46		0.56			0.50	0.28						1.68			5.15
Land Acquisition						2.80							0.56						2.80		6.15
Construction	21.25	27.96	30.19			12.86	21.69	13.42	8.39			9.00		4.31					19.85	19.85	188.76
Total O & M Facilities	**21.25**	**27.96**	**30.19**		**2.24**	**16.27**	**21.69**	**14.15**	**8.39**		**0.66**	**9.35**	**0.56**	**4.31**				**2.24**	**22.65**	**19.85**	**201.73**
BRT Right-of-Way Improvements																					
Dedicated BRT							42.50					14.54					27.96				84.99
Arterial BRT				0.06		5.31					8.95					4.14					18.45
Total BRT ROW				**0.06**		**5.31**	**42.50**				**8.95**	**14.54**				**4.14**	**27.96**				**103.44**
Other Capital Improvements																					
Bus Stop Amenities	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77		14.70
Bus Pullouts	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70		13.34
ITS/VMS	0.44	1.14	0.51	1.09		0.56	0.67	0.91	0.74	0.86	0.91	0.88	1.90	3.30	14.03	5.06	0.19	2.37	3.00		38.56
Total Other Capital	**1.92**	**2.61**	**1.99**	**2.57**	**1.48**	**2.03**	**2.15**	**2.38**	**2.22**	**2.34**	**2.38**	**2.36**	**3.38**	**4.77**	**15.51**	**6.54**	**1.66**	**3.85**	**4.47**		**66.61**
Contingency for Capital Projects	**2.89**	**4.07**	**3.54**	**2.02**	**4.60**	**5.03**	**5.65**	**4.53**	**2.31**	**1.09**	**3.79**	**4.31**	**3.65**	**3.99**	**4.43**	**3.09**	**5.76**	**3.76**	**3.52**	**0.99**	**73.03**
Total Bus Capital Projects	**60.76**	**85.41**	**74.27**	**42.50**	**96.61**	**105.65**	**118.75**	**95.19**	**48.49**	**22.89**	**79.49**	**90.49**	**76.70**	**83.76**	**93.03**	**64.85**	**121.00**	**79.03**	**73.84**	**20.84**	**1,533.55**
LIGHT RAIL TRANSIT CAPITAL PROJECTS																					
Systemwide Support																					
Regional Reimbursements for MOS	33.96	52.78	56.27	40.39																	183.40
System Plan and Design	0.78																				0.78
Systemwide Infrastructure																		60.51	60.51	65.23	186.24
Utility Reimbursements	17.71																				17.71
Total Systemwide Support	**52.45**	**52.78**	**56.27**	**40.39**														**60.51**	**60.51**	**65.23**	**388.13**

DRAFT TRANSIT LIFE CYCLE PROGRAM

FY 2007-2026 (In Millions - 2006 Dollars)

PROJECT DESCRIPTION	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
LRT Extensions																					
Northwest	12.59	19.06	23.29	55.84	96.08	96.08	23.96														326.90
Central Mesa	0.56	1.48	3.15	4.46	6.87	8.89	7.27	75.90	59.06												167.63
Tempe South	1.11	1.11	1.67	4.35	5.35	7.69	32.66	52.83	26.42												133.19
Glendale			0.89	1.67	5.91	10.25	16.72	33.55	78.52	110.34	76.51										334.37
I-10 West					1.03	1.81	11.54	21.51	37.78	66.43	150.72	219.21	181.12	44.47							735.61
Northeast Phoenix										1.17	1.95	13.04	24.52	38.68	55.78	36.39	199.40	240.08	191.48		802.49
Total LRT Extensions	**14.27**	**21.65**	**29.01**	**66.32**	**115.23**	**124.72**	**92.15**	**183.79**	**201.78**	**177.94**	**229.18**	**232.25**	**205.64**	**83.15**	**55.78**	**36.39**	**199.40**	**240.08**	**191.48**		**2,500.19**
Total LRT Capital Projects	**66.72**	**74.43**	**85.28**	**106.71**	**115.23**	**124.72**	**92.15**	**183.79**	**201.78**	**177.94**	**229.18**	**232.25**	**205.64**	**83.15**	**55.78**	**36.39**	**199.40**	**300.58**	**251.99**	**65.23**	**2,888.32**
TOTAL PROGRAM	**149.94**	**187.01**	**189.60**	**182.70**	**249.64**	**280.69**	**269.47**	**341.38**	**326.94**	**283.22**	**391.65**	**407.12**	**373.48**	**263.79**	**250.05**	**203.40**	**425.30**	**490.71**	**437.61**	**191.46**	**5,895.17**